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STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

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PROJECT RS-236-1(1)49
FORMERLY RS-68(7)
BRIDGE AND APPROACHES
LOHSE-P.N. FERRY
NORTHWEST OF WINIFRED

ADMINISTRATIVE ACTION

DRAFT

SUPPLEMENT TO THE ENVIRONMENTAL IMPACT/SECTION 4(f)
STATEMENT

U. S. DEPARTMENT OF TRANSPORTATION

FEDERAL HIGHWAY ADMINISTRATION

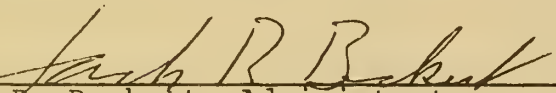
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STATE OF MONTANA

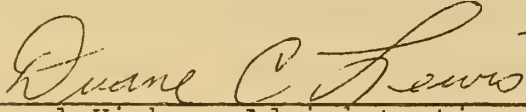
DEPARTMENT OF HIGHWAYS

Submitted pursuant to 42 U.S.C. 4332(2) (c)
23 U.S.C. 128(a), and 49 U.S.C. 1653(f); 16 U.S.C. 470(f)

RONALD P. RICHARDS, DIRECTOR OF HIGHWAYS

By 
J. R. Beckert, Administrator
Engineering Division

Date 1-15-79

By 
Federal Highway Administration
Division Administrator

Date 1-22-79



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INTRODUCTION

The purpose of this supplement to the Final Environmental Statement is to assess the environmental impacts the project may have regarding three decisions that have recently been made. Also to document the considerations, consultations and alternative studies for a determination that there are no prudent and feasible alternatives to the use of 4(f) type land.

Included in these decisions was the addition to the National Register of Historic Places of the Judith Landing Historic District, the addition of this area of the Missouri River to the Wild and Scenic Rivers System, and the determination that it would not be feasible to adjust the alignment to miss the Montana Department of Fish and Game park land (Judith Landing Recreation Area). Also the spur road from FAS-236 to the Blaine County road system has been dropped from further consideration.

The Final Environmental/Section 4(f) Statement was prepared by the Department of Highways in June of 1974 and subsequently accepted by the Secretary of Transportation in September of 1974.

The construction of a bridge is provided for in the Missouri Wild and Scenic River Act (Public Law 94-486; 90 Stat. 2327; 16 USC 1274) under section 203(d).

Three potential classifications are cited in this act under section 2(b):

Wild-Those rivers or sections of rivers that are free of impoundments and generally inaccessible except by trail; with watersheds or shorelines essentially primitive and waters unpolluted. These represent vestiges of primitive America.

Scenic-Those rivers or sections of rivers that are free of impoundments; with shorelines or watersheds still largely primitive and undeveloped but accessible in places by roads.

Recreational-Those rivers or sections of rivers that are readily accessible by road or railroad; that may have some development along their shorelines; and that may have undergone some impoundment or diversion in the past." The section of river under consideration for the location of the new bridge is classified as "recreational" with "wild" segments adjoining both up and down stream. (See map next page, iii.)

The Judith Landing Historic District is subject to the provisions of the National Historic Preservation Act of 1966 (80 Stat. 915, 16 U.S.S. 470).

The Judith Landing Recreation Area is protected by Section 1653(f) determination, formerly Section 4(f) of the Department of Transportation Act of 1968.

The procedure to develop this supplement was agreed upon following several meetings between the Highway Department, local officials and several state and federal agencies including county commissioners, Federal Highway Administration, Bureau of Land Management, Montana Department of Fish and Game, etc.

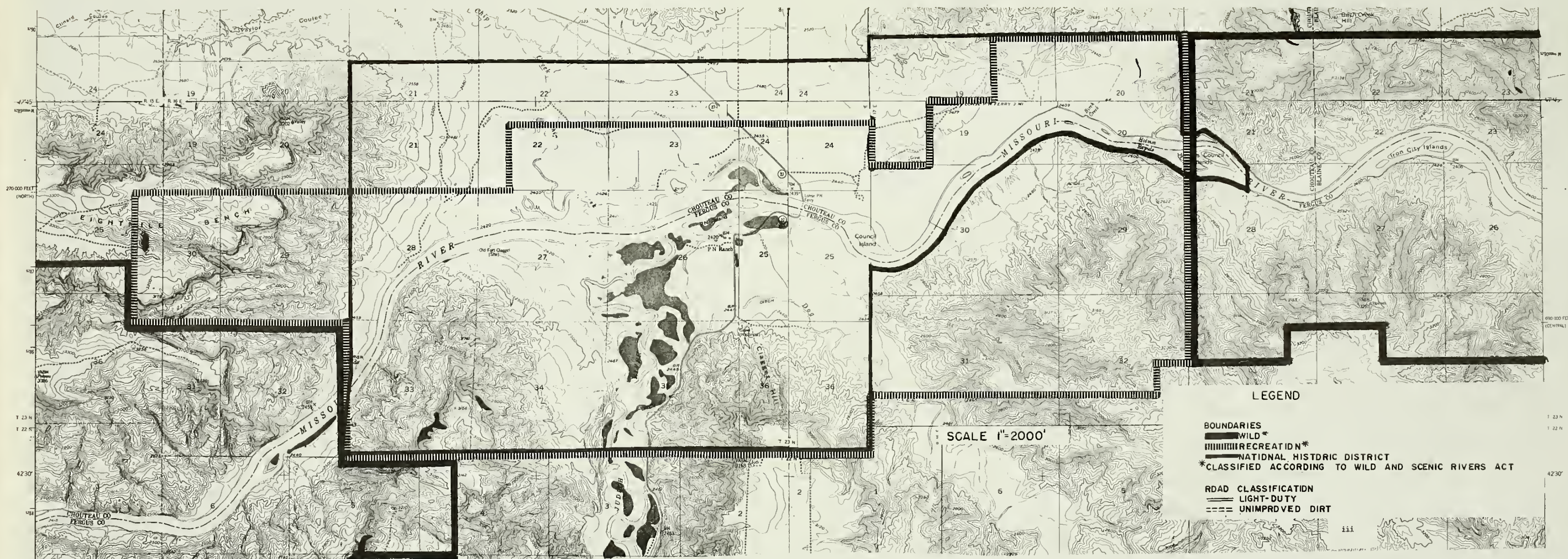


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SUMMARY SHEET

I. TYPE OF ACTION

☐ Administrative	☐ Legislative
☒ Draft	☐ Final
☒ Environmental Statement	☒ Section 4(f) Statement
☒ Supplement	

II. INFORMATION

Federal Highway Administration, 301 South Park
Helena, Montana 59601 Phone: 449-5310
Montana Department of Highways, 2701 Prospect Avenue
Helena, Montana 59601
Mr. Kenneth F. Skoog Phone: 449-3462
Mr. Donald D. Anderson Phone: 449-2416

III. PROJECT DESCRIPTION AND PROJECT HISTORY

The proposed project is located in central Montana in Chouteau and Fergus counties, the Missouri River being the boundary between the two and consists of a new bridge and its approaches. The bridge will span the Missouri River near the present location of the Lohse-P.N. Ferry. This location is on Federal-Aid Secondary Route Number 236 between Big Sandy and Winifred (See map next page - 1.1. This route was designated as secondary in November of 1945. The bridge will eliminate the Lohse-P.N. Ferry. After completion, the new approaches will have a 34 foot graveled surface and the new bridge will have a 31.5 foot curb-to-curb width.

Five alternates were discussed in both the Draft and Final Environmental/Section 4 (f) Statement. Subsequent to the approval and adoption of the Final Environmental Impact/Section 4(f) Statement by the Federal Highway Administration, three major developments have occurred;

1. The project is now located in a section of the Missouri River which has been included in the National Wild and Scenic Rivers System;
2. The project is located in the Judith Landing Historic District, which has been listed on the National Register of Historic Places of national importance; and
3. It has been determined that it would not be feasible to miss the park land as had been envisioned at the time the Final Environmental Impact Statement was distributed.

Therefore, the alternates now proposed have been located with these developments as a major consideration. Input for the alternate locations was also acquired from several 4(f) involvement meetings between the Highway Department and several state and federal agencies including: Bureau of Land Management, Fish and Game, Federal Highway Administration, County Commissioners.

Following these meetings the Highway Department again commenced developing the project from the very beginning with consideration of three new alternates along with the no-build alternative.

Other alternates were given brief consideration but were judged not to be feasible as described under section V Alternatives beginning on page 6.

The proposed alternate "E" as discussed in the Final Environmental/Section 4(f) Statement was eliminated from consideration because of several items as follows: 1. the alignment would mean a skew crossing of the river, 2. sharp curvature of the roadway approach on the north, 3. a channel change of Dog Creek because of the fill height of the south approach, 4. possible conflicts of the ferry operation during construction and 5. most importantly, section 4(f) land will now be involved on all alternates with addition of the Judith

Landing Historic District to the National Register of Historic Places. In fact this new addition includes land on both sides of the river (a 9555 acre tract as outlined in Appendix A pages 27.1-27.24). Properties included in the National Register are afforded protection under the National Historic Preservation Act of 1966 and Executive Order 11593, May 13, 1971, Protection and Enhancement of the Cultural Environment.

Any alternate alignment in the area of the existing ferry crossing will involve section 4(f) of the Federal-Aid Highway Act of 1968. It should be pointed out that the Fish and Game campground represents 4(f) land within the Judith Landing Historic District (also 4(f)) and there is also 6(f) involvement because Bureau of Outdoor Recreation funds have been used in developing the Judith Landing campground.

The physical environment of the project area remains the same as described in the Final Environmental/Section 4(f) Statement published in 1974, pages 15 -28.

IV. ENVIRONMENTAL IMPACTS

The proposed highway project will provide a safer and more efficient transportation system than the existing facility. The environmental impact of this project varies with each alternate in noise and air pollution in the nearby area, and an increase turbidity in the Missouri River at the bridge site. At periods of high flow the silt load is about 100%. After construction these items should return to their present levels.

The Missouri River below Fort Benton is considered to be a navigable river, and the U. S. Coast Guard is the agency responsible for reviewing structures crossing such waters. The clearances (20' vertical and 100' horizontal above extreme high water of the navigation season) were established by the Corps of Engineers in 1946, but they are advisory in nature and are in no way strict

requirements. (See copy of correspondence in Appendix B pages 28.28-28.29) Therefore the bridge will be designed to provide for reasonable needs of navigation, to make it as aesthetically pleasing as possible, and to minimize its impact. Close coordination with the Coast Guard during the design process will assure that all aspects are duly considered.

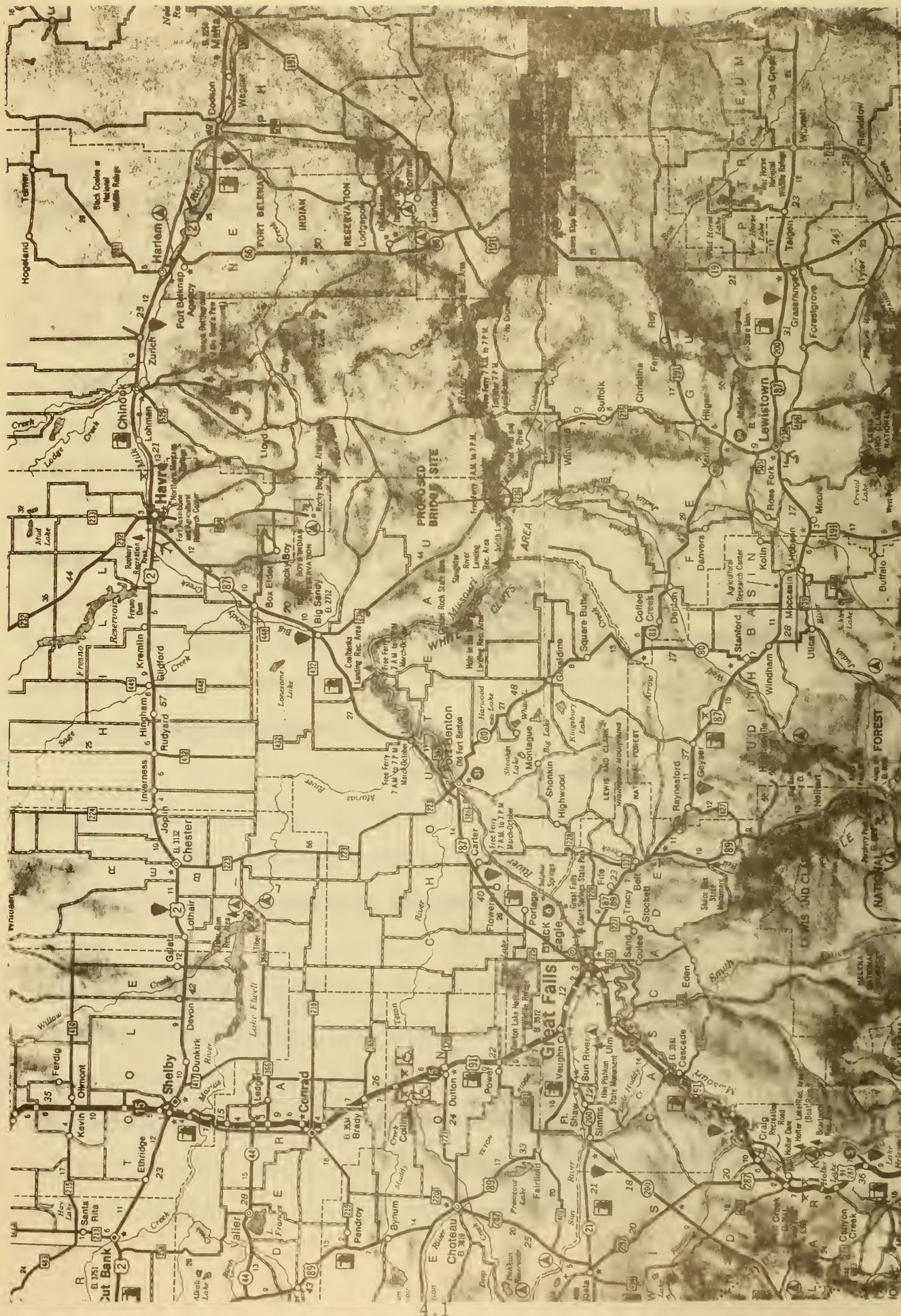
The highway system to and from the bridge site has a Secondary Route designation. See map next page 4.1. This route begins at the community of Hilger in Fergus County and ends at the town of Big Sandy in Chouteau County, an over-all distance of about 93 miles. This route connects Winifred (population 220-1970 census) 26 miles to the southeast via the river crossing with Big Sandy (population 827-1970 census) 44 miles to the northwest.

Of the mileage south of the river 23 miles is plant mix surfaced with a 28 foot top, constructed in 1961 and 1962. There are 16 miles of gravel surfacing varying in surface width from 24 to 26 feet. There is a ten mile stretch of unimproved road from the river south through the Reeds Hill area which has a 16 to 18 foot surface width. Many private, unimproved roads connect to this road and serve the ranchers in this area.

Of the mileage north of the river 28 miles is gravel surfaced with a 22 foot top built in 1945, nine miles of plant mix surfacing 24 feet wide constructed in 1958, and 6.5 miles of road mix surfacing 24 feet wide built in 1952.

There is approximately 54 miles of roadway of substandard classification. Estimated cost of upgrading this portion to an initial plant mix surface would be about \$13,000,000±.

Priorities for improvement projects on the Secondary system are established by the County Commissioners.



All of the proposed alternates will result in acquisition of new right-of-way. Alternates A and B traverse the Judith Landing Recreation Area and are within the Judith Landing Historic District and the Wild and Scenic River corridor. Alternate P is within the Judith Landing Historic District and the Wild and Scenic Rivers corridor. (See Exhibits page 26.1)

The Bureau of Land Management office in Lewistown awarded a contract to have an Historic Site Survey and Inventory performed in the Judith Landing Historic District near the bridge site. This inventory is completed; however the final report has not been furnished the Department of Highways as of this publication. Preliminary correspondence between the Department of Highways, Montana Historical Society, and the Historic Site survey contractor has indicated high potential for buried cultural deposits; however, no investigations covered any parts of the proposed highway right-of-way or cultivated grounds.

The Department of Highways requested an archeological inventory be conducted by the Department of Anthropology, University of Montana in Missoula, Montana. This inventory included a surface reconnaissance and sampling of subsurface levels along the proposed right-of-way of highway alignment Alternates A and B.

The archeological inventory has been completed and the results are as follows:

Surface examination of Alternates A and B as well as potential gravel pits and/or fill sources produced negative results. Subsurface testing of the proposed A and B lines south of the river has been carried out. The proposal called for tests at 50-ft. intervals along the A line from the river bank to survey station #35 and at 100-ft. intervals from there to station #17. On the B line, we proposed test at 50-ft. intervals to survey station #22.

With very few exceptions as required by the existence of fence-lines and irrigation ditches, the proposal was carried out.

The subsurface tests were conducted by means of holes bored by an auger with a 24-inch diameter. The average depth of the holes is about 7 feet (a little deeper than proposed). The dirt was examined on the auger, then as it was spread out on the ground--this gave us a very good view of all the dirt and there is almost no chance that cultural materials were overlooked. The side of the auger hole was also examined; if there was any question, one of us (either the field supervisor or the assistant) went down into the hole and examined more closely.

In no case was any material of a cultural nature found; with the exception of an infrequent bone fragment or bit of organic material, we encountered only silt, sand, gravel, and wet clay.

A complete copy of this report is available at the Department of Highways office in Helena. The plan showing the location of the test holes being too voluminous to be included in this statement. A copy of the written reports is included in Appendix B pages 28.57-59 and 28.71-73).

As a result of these reports and a project inspection by a member of the advisory council a Memorandum of Agreement has been drafted and is in the process of being signed. A copy of the draft memorandum is included in the Appendix A pages 27.29-27.33.

V. ALTERNATIVES

There are four alternates considered for discussion in this statement for this project. These include three alternates designated by alphabetical letters as A, B and P. The fourth alternate is the "no-build" alternate which is neither to build the bridge nor do anything to change the existing situation.

Alternates A and B cross the Missouri River just upstream from the Lohse-P.N. Ferry and downstream from the confluence of the Judith and Missouri Rivers. Alternate A differs from Alternate B on the alignment of the south bridge approach.

Alternate P crosses the Missouri River immediately downstream from the confluence of the Judith and Missouri Rivers. (See photo next page 7.1).

At this time a brief discussion of other alternates considered but disregarded because of various significant reasons is appropriate. Proceeding in order downstream or to the east of the proposed bridge site on Alternates A and B: any adjustment of the south bridge end to the east will cause the embankment of the south approach to encroach on Dog Creek. Further adjustment to the east would require channel change of Dog Creek or another structure to span this creek. The Fish and Game have stated that they would prefer not to channel change the creek; however, they would not object provided channel length and width are maintained.

Any adjustment in location of the bridge that would increase the length would of course increase the cost of the new structure proportionately, This proportion being approximately \$2,000.00 per lineal foot.

To reduce the curvature and enhance the safety of the alignment on Alternate "E" as proposed in the Final EIS would mean acquiring right-of-way through cultivated fields and construction of more roadway for the north approach.

An alternate that would miss the historic site boundary on the east would have to cross a "Wild" segment of the river and necessitate construction of about 12 miles of all new roadway.

Proceeding upstream or to the west of proposed bridge site: any adjustment of the north bridge end to the west would encroach on the area of park land developed for camping and picnic site facilities. An alignment further west to miss the park land would require a longer structure not only to span the river proper but also side channels on both sides. An alignment beginning about



PHOTO DATE
7-15-76

RS 236-1(1)49
FORMERLY RS 68(7)
BRIDGE & APPROACHES
LOHSE P.N. FERRY CROSSING
NORTHWEST WINIFRED
SECONDARY ROUTE 236
SCALE 1" = 1000'±

two miles south of the ferry crossing on the secondary route and proceeding northwesterly would require a structure crossing of the Judith River, a bridge site crossing the Missouri River just west of Old Fort Claggett and connect with an unimproved road on the north side all of this still within the historic district. This would also require approximately five miles of roadway construction.

To miss the historic district to the west would again involve crossing a "Wild" segment of the river and approximately 8 miles of roadway construction with a structure crossing the Judith River.

Any excessive deviation from the existing roadway corridor would increase the cost of highway construction by virtue of the added length and new right of way required. Estimated cost of a gravel surfaced secondary highway in this area is about \$200,000.00 per mile. There are also numerous historic and archeological sites scattered throughout the district that could be directly affected. See map in Exhibits page 26.22.

SUPPLEMENTAL SECTION 4(f) STATEMENT

VI. NEED FOR THE PROPOSED PROJECT

The need for the proposed project has been established previously in the Final Environmental/Section 4 (f) Statement and subsequently authorized in Section 203(d) of Public Law 94-486 as amended, and by Senate Joint Resolution No. 36, Montana's 45th Legislature; both bills provided for the building of a bridge to accommodate north-south traffic near Winifred. In synopsis, the need has been established for reasons of vehicular volume demands; local, state and national governmental authority; social service demands; linkage of transportation systems; and by lack of safety and capacity of existing facilities.

VII. DESCRIPTION OF PARK LAND INVOLVEMENT

Adjacent to and within the project is a site which is protected by Section 1653(f) of Title 23 U. S. C., formerly Section 4(f), of the Department of Transportation Act of 1968.

The site is described as follows:

(See map next page 9.1 and Exhibits pages 26.2-26.8)

Judith Landing Recreation Area

Type Use: Overnight Camping, Picnicing

Patronage: Local, Regional, and National

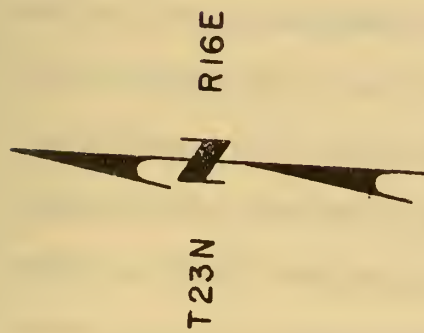
Available Activities: Camping, Picnicing, Hiking, Fishing

Boating, Etc....

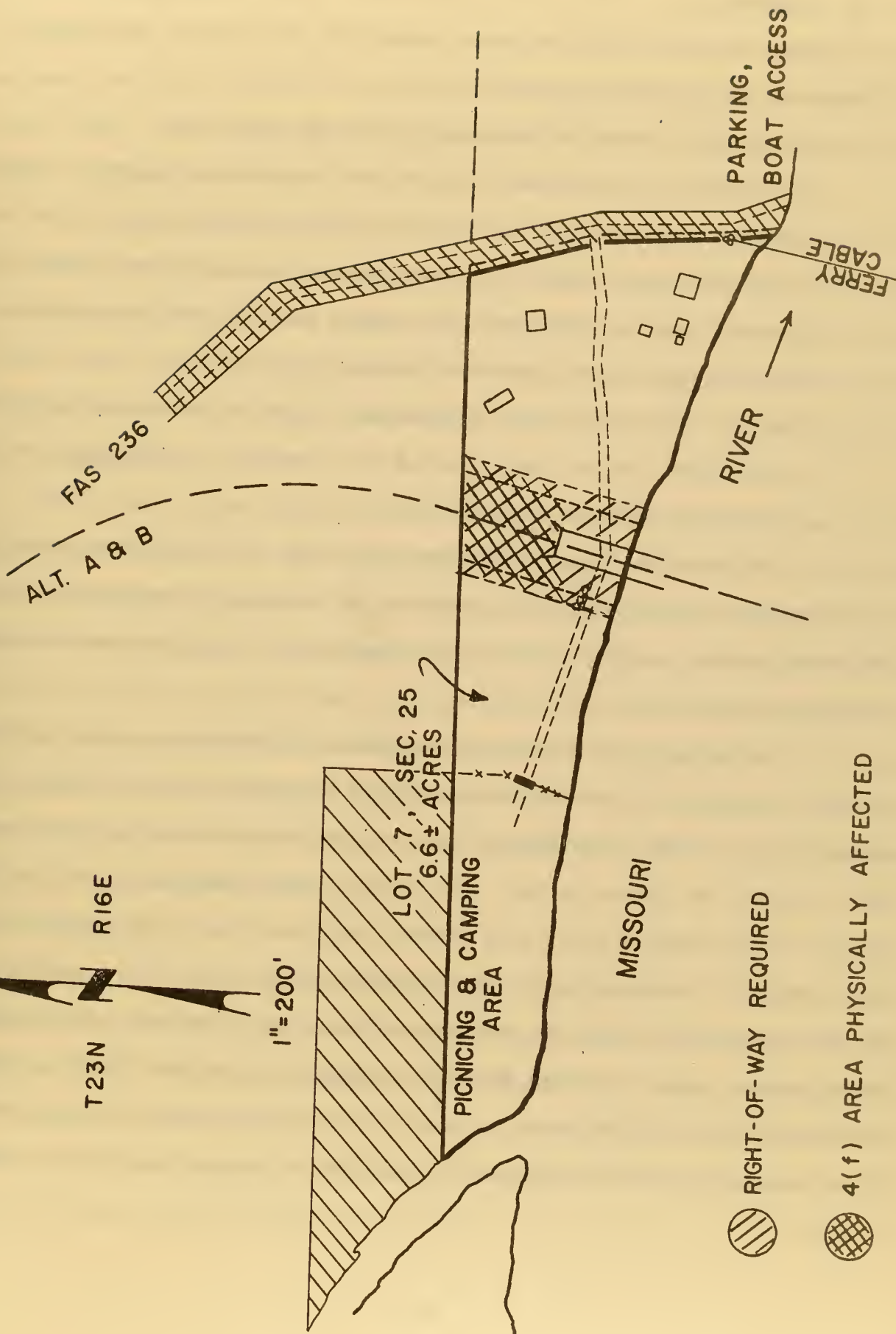
Size: 6.6± Acres

Description: The Judith Landing Recreation Area is a partially developed overnight campground located on the north bank of the Missouri River and just upstream of the present Lohse-P. N. Ferry landing. It is an irregular shaped tract of land being that portion of Lot seven (7), Section twenty-five (25) Township twenty-three (23) North, Range sixteen (16) East, in the county of Chouteau lying west of the road (FAS 236) and adjacent to the river. The area is controlled by the Montana Department of Fish and Game by virtue of a perpetual easement from a private individual for as long as this area is used for recreational purposes. There are no other designated campgrounds or recreational facilities in the immediate area. The next camping area upstream would be at Slaughter River approximately 12 miles. Downstream the next area would be at Cow Island approximately 37 miles. Neither of these areas are improved to the same extent as the Judith Landing campground.

The area receives use by those traveling by road or by river as an over-night campground and picnic area. At this recreation area services available include a boat ramp and parking area in the west portion. In the camping area there are picnic tables, fireplaces (metal), pit toilets, a well, and garbage cans.



1" = 200'



A. Alternates

The site for the bridge has been limited to the area of the Lohse-P.N. Ferry for the following reasons:

- a. It is the accepted traffic corridor through this area.
- b. The geologic reconnaissance done by the Department of Highways indicates that the present ferry crossing near the P. N. Ranch is at a narrow, more stable part (in recent years) of the Missouri River channel, the channel both up and down-stream being more divided and meandering. See geological report Appendix B pages 28.1-28.4.
- c. Federal, state and local governmental authority has established the north-south traffic route through the community of Winifred passing through the Lohse-P. N. Ferry area.

Consideration of three different sites for a structure crossing the river have been studied with the alternate of severing the Section 4(f) park area being the most feasible in the total perspective. The alternates are shown in Exhibits page 26.10.

The bridge will be designed to provide for reasonable needs of navigation and also to make it as aesthetically pleasing as possible and to minimize its impact. Most of the river traffic consists of twelve to sixteen foot motor boats, canoes and rubber rafts. The largest craft presently traveling this stretch of the Missouri River is a pontoon boat eight feet wide and thirty-two feet long with a maximum height of eight feet, owned by a private individual. The boat draws about twelve to fourteen inches of water and has a capacity for about eighteen people. The BLM letter in Appendix B pages 28.30-28.31 shows the frequency of boat use and type. A copy of the Visitor Use Data-Upper Missouri River compiled by the BLM office in Lewistown is attached in Exhibits pages 26.11-26.18.

Correspondence received from the Coast Guard has indicated that an elevation of 2427.6 feet for the "low steel" on the bridge would provide adequate vertical clearances for the present river traffic (letter in Appendix B page 28.28). This means that the south bridge end will be approximately 20 feet higher than the bank.

The roadway profile grade was set to provide only the minimum vertical clearance from bottom of superstructure to navigable water elevation. The deck and bridge barrier rail, the gently curved girders and the relatively thin shaft piers should blend in well with the surrounding landscape. The steel girders will be painted a flat brown which should also harmonize with the local color.

Alternate A

Alternate A begins approximately 3300 feet south of the P. N. Ranch headquarters on FAS-236. It then circles around the base of Claggett Hill above the irrigation feeder ditch. The line then turns north across the irrigated field and crosses the Missouri River about 400 feet upstream from the Lohse-P.N. Ferry cable tower. On the north bank the line passes about 300 feet downstream from the cattleguard entrance to the improved portion of the Judith Landing Recreation Area and about 450 feet upstream from the ferry cable tower. The line then curves west to connect with FAS 236. This alignment will pass through park land on the north side of the river.

Alternate B

Alternate B begins at the same place as Alternate A. It then follows FAS-236 north for about 2000 feet, and turns northeast behind the farm buildings. The line then swings east behind the stand of cottonwood trees as it approaches the river. It then connects to Alternate A on the south side of the river and follows the same alignment to connect with FAS-236 on the north side of the river, likewise passing through park land.

Alternate P

Alternate P begins on FAS-236 about a mile south of the P. N. Ranch headquarters. It swings north across an irrigated field and crosses the Missouri River immediately east of the confluence of the Judith and Missouri Rivers. This crossing is about 4500 feet upstream from the Lohse-P. N. Ferry.

On the north side of the river, the line crosses an overflow channel, and then continues north across some dryland to connect with FAS-236. This connection is about $1\frac{1}{2}$ miles north of the river crossing and about 2 miles north of the ferry. This alternate would require encroachment on the Judith River, but will not traverse any park lands. The overflow channel may also require a bridge.

Alternate P possesses the greatest design and environmental constraints of any of the alternates, as it would cause significant changes in flow characteristics of the river. The south overflow channel would require a bridge about 100 feet longer than the bridge required by Alternates A and B. Even then, changes in flow characteristics would be expected.

A dynamic river bed erosional condition exists at the confluence of the Judith and Missouri Rivers. This is due to the high concentration of sediment carried by the Judith and the inability of the Missouri to transport all of this sediment. The P. N. Island was formed as a result. Reducing the opening to the south channel, either for low or high flows, will cause an increase in flow and velocity in the main channel. This in turn will increase bank erosion downstream from the Alternate P alignment bridge for some distance and cause a gravel bar or island to be formed or enlarged in another area. The conditions when relative equilibrium is reached or the damage which may be incurred cannot be estimated.

A great blue heron rookery exists in the cottonwood bottoms at the mouth of the Judith River, near the Alternate P alignment. Construction and recreational activity after construction might cause the rookery to be abandoned.

Based on the above Alternative P is not judged to be a prudent alternative.

No-Build Alternate

This alternate would mean that a new bridge would not be built. The vehicular transportation system through the area would remain dependent upon operation of the ferry. This dependability has been very questionable in the past.

B. Park Land to be Used and Facilities Affected

Both Alternates A and B pass through the Section 4(f) land campground (See Exhibits page 26.10). A strip of land approximately 160 feet wide will be required for the right-of-way. This amounts to 0.88 acres taken from the 6.6± acre park. However only 0.28 acres of the required right-of-way would not be physically affected as the bridge will span the present access road into the picnic and camping area facilities, therefore access to these facilities will be retained. The dwelling occupied by the present ferry operator plus the outbuildings are not within the right-of-way and will not be affected, nor will any of the camping area facilities (picnic tables, fireplaces, etc...) There will be no trees removed from the park land. Refer to map page 9.1.

C. Anticipated Impacts to Park Users

There will be some short-term detrimental effect caused by the construction process to park users. These effects should last only as long as the actual construction is in progress.

The noise level in the park area will increase during construction above the present noise levels experienced. After the construction process is completed, the noise levels created by vehicular traffic will remain below the 70dBA Design Noise Level for picnic areas, recreation areas, and parks as specified in the Federal Highway Administration Policy and Procedure Memorandum 7-7-3, Noise Standards and Procedures. The following traffic information was used in conjunction with the Nomograph for Approximate Prediction of Highway Noise

Levels to predict what the noise levels would be at particular sites in the park area:

ADT 1977 = 35; ADT 1980 = 40; ADT 2000 = 120
Trucks = 15.5%; DHV = 15; V = 60 M. P. H.

Explanation of abbreviations: ADT-Average Daily Traffic
Trucks-All trucks except pickups; DHV-Design hourly Volume;
and V-speed in miles per hour.

All noise levels for the described locations are approximate predictions. It would be a fairly accurate assumption that the background or "ambient" noise levels for this area would be somewhere between 45 and 50 dBA. This is an average background level without the existence of traffic generated noise. As is evidenced by the current and projected traffic counts there will not be enough traffic generated noise to exceed the allowable noise levels. However, because the traffic is light and undoubtedly infrequent, traffic noise will probable be readily identifiable and therefore might be considered obtrusive at certain times of the day.

The effective observer distance D_E from centerline of the roadway to the Right-of-Way limits is 60 feet; the L_{10} noise level (representing generally the noisiest vehicles in a traffic flow mix and the sound level that is exceeded 10 percent of the time during the period under consideration) is 63 dBA. With a D_E of 340 feet to the ferry operator's dwelling, the L_{10} level is 55 dBA. Likewise, using a D_E of 510 feet to the boat ramp at the ferry landing site, an L_{10} noise level of 53 dBA is calculated. All of these noise levels are well within the 70 dBA allowable (See Exhibits pages 26.19-26.21).

The implementation of this project is not anticipated to have significant air quality impact on park users. Therefore, in accordance with paragraph

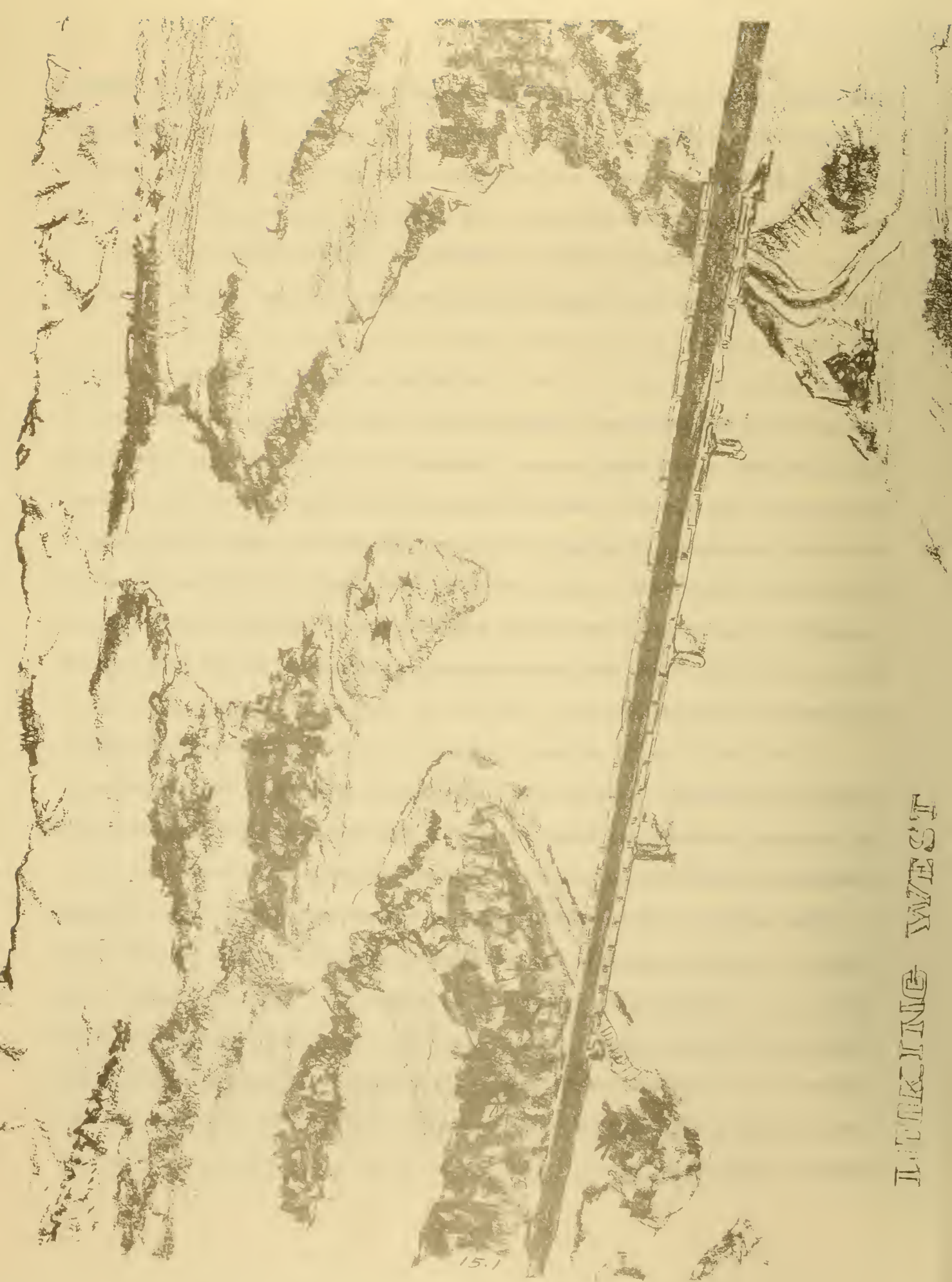
6.b(1) (b) of the air quality guidelines, we are not required to solicit comments (although we have done so) from the cognizant air pollution control agency, the Montana Department of Health and Environmental Sciences. This project is not in an air quality maintenance area. This project is not in conflict with the State's plan for achieving Federal ambient air quality standards and we feel that this project will not have a significant adverse effect on air quality in the area.

A temporary increase in water pollution is expected during the bridge construction. The increase in siltation may affect the success of those persons using the park as a fishing access; however, this should last only as long as the actual construction. The contractor will be required to exercise every reasonable precaution throughout the life of the project to prevent pollution of the Missouri River. The contractor will also meet the requirements of the applicable regulations of the State Fish and Game Department, State Board of Health, and other State and Federal regulations relating to the prevention or abatement of water pollution.

Visual impact of the bridge as related to recreational activities might be considered detrimental. In an effort to minimize the impact, the structure will be designed in such a manner as to make it and the approaches as aesthetically pleasing as possible to the surroundings and to minimize its impact.

The bridge is to be constructed of steel and concrete and uses a 4 girder system of 4 continuous spans and a short approach span on each end. The steel girders are parabolically haunched from supports to center of spans. This technique minimizes the super-structure depth and promotes the appearance of lightness in the bridge. In keeping with the curve of the girder bottom flanges, the piers will be simple tapered piers with rounded ends. An artist's sketch appears on page 15.1.

LOOKING WEST



The cost estimate for the proposed bridge over the Missouri River has increased since our estimate of \$1,400,000 made June 22, 1977. The estimated cost at this time should be \$1,707,000. The cost of a structure with fewer piers would be significantly more, perhaps as much as 25% for one pier less. Fewer piers means longer spans and a deeper superstructure, higher grades and a poor appearance. A skew crossing would increase the cost in proportion to the added length. The steel girders on concrete substructure is the most appropriate material for location and span lengths.

The bridge railing will be of the cast-in-place Jersey Type which is our current standard railing.

The finished color of the steel superstructure will be Montana Brown which should blend in well with the surrounding landscape.

The aesthetic design features are the parabolically curved lower flanges of the girders from pier to pier, and the simple tapered piers with rounded ends. The span ratios and the thin superstructure depth should provide the least impact on the area. The effects of the bridge piers on the waterway hydraulics are very minimal. However, they would be an obstacle to floaters and other river traffic.

No utility lines are planned into the bridge at this time, however, utilities can be attached to the structure at any time provided the weight is not prohibitive. All attachments are by permit basis and are reviewed for structural adequacy and aesthetic considerations.

We are spanning about 20 feet of distance from the present river bank to the beginning of the approach fills at each end of the structure. Although this length is not required to pass the design flood waters, we feel that the extra length is well worth the expense to provide insurance against abnormal ice build up and possible future bank erosion. It also has the advantage of vehicular access under the structure.

The bridge will be crossing near the middle of a 149 mile section of the Missouri River which is presently crossed only by ferry in four locations. The impact of this crossing could be adverse to the concept of maintaining long stretches of wild and scenic river. However, the existence of the present access and ferry tends to diminish this aspect at the present time. It could be possible to develop the ferry as a monument to the past.

D. Measures to Minimize Harm to Park Lands

Construction of the subject project will necessitate the taking of a 160 foot strip of right-of-way through the eastern portion of the park easement. The project will then provide a boundary between the noisier access road and boat ramp and the quieter picnicing and camping area.

By maintaining the existing access to the park no additional right-of-way or disruption of park land will be needed to perpetuate this access to the proposed new highway project.

Encouragement of vegetative regrowth on cut and fill slopes will be a design concept incorporated into this project. Slopes will be flattened as much as possible, topsoil will be replaced, and grasses and shrubs native to the area will be reseeded, planted, and fertilized to promote rapid regrowth of surface vegetation.

Effective construction scheduling or phasing can be used to minimize or avoid harm to park land users, wildlife and vegetation. The structure can be built in approximately a two year period.

The park area is also subject to Section 6(f) of the Land and Water Conservation Act. Section 6 (f) requires approval by the Secretary of the Interior for any change from the recreational land use at the Judith Landing Recreation Area (which has received matching assistance from the Land and Water Conservation Fund). Section 6(f) also requires the substitution of other properties of at

least equal fair market value and reasonably equivalent usefulness and location for the lands to be taken. See map page 9.1.

Presently there are several proposals for location of substitute properties. The Montana Department of Fish and Game has requested that lands on the north side of the river upstream from the present park area and near deeper water be designated as replacement lands, thus providing an additional boat landing area. The District Office of the Bureau of Land Management has requested that access be provided into the wooded area on the south side of the river directly across from the park area. Both of these proposals are under consideration.

Initial contact with the landowners of the existing park lands has indicated their displeasure with the management of the area. However, they would agree to lease additional land adjacent to the park area as replacement for that necessary for the highway and bridge under the same agreement that now exists if this did not delay the project. See correspondence in Exhibits pages 26.2-26.4.

Also another suggestion was made to acquire the section of roadway right-of-way adjoining the east park boundary that is being replaced by the new highway. This would perpetuate public access to the river as well as the park.

VIII. DESCRIPTION OF HISTORIC DISTRICT INVOLVEMENT

Adjacent to and surrounding this project is land protected by Section 106 of the National Historic Preservation Act and by Section 4(f). This area is the Judith Landing Historic District, which was placed on the National Register of Historic Places on December 6, 1975.

The area is described as follows:

(See Appendix A pages 27.1-27.16 for the official listing as it appears on the National Register of Historic Places)

Judith Landing Historic District

Type Use: Sight-seeing, Picnicing

Patronage: Local, Regional, and National

Available Activities: Picnicing, Hiking, Fishing, Boating,
Sightseeing, etc.....,

Size: 15± square miles

Description: The Judith Landing Historic District comprises a 15± square mile area centered around the mouth of the Judith River. The District is a distinct geographical feature consisting of a large basin formed by hills and rough breaks. It begins at Deadman Rapids in the Missouri on the western edge of the District and ends at Holmes Rapids in the Missouri on the eastern edge of the District. The District comprises areas in Chouteau and Fergus Counties.

Ownership within the District is divided between the federal government (Bureau of Land Management), state government (Department of Lands), and private individuals and grazing associations See Exhibit page 26.1. Some limited acquisition is being considered in conjunction with the Wild and Scenic River classification for this area.

Access to the area is by road (FAS-236) or by the Missouri River.

A. Alternatives

The alternates considered under Park Land Involvement are the same alternates being considered under Historic District involvement. The reasons for limiting the bridge site to the Lohse-P. N. Ferry area are the same, and Alternate P is not judged a prudent alternative for the reasons stated in the discussion on Alternate P. Please refer to the DESCRIPTION OF PARK LAND INVOLVEMENT section. After careful consideration the alternate alignments were chosen since they presented the least detrimental effects to the Historic District as a whole.

B. Land to be Used and Facilities Affected

Both Alternates A and B pass through Historic District land. The right-of-way required for this project would be about 15.7± acres on the south side of the river, and about 3.6± acres on the north side, assuming a 120 foot right-of-way width as is customary on Secondary projects.

Numerous historic sites within the district have been identified and located by previous inventories prepared for the Bureau of Land Management. See map in Exhibit page 26.22. Those within the area of the proposed highway alternates include a grave some 400 feet east of the beginning of Alternates A and B, the PN Ranch site, the ferry, Lohse ferry cabin, flume and pump house and an Indian campsite.

None of these sites are physically affected by any of the proposed highway alternates.

The cabin is a log structure relatively small in size situated within the boundaries of the park land on the north river bank just west of the ferry operator's house. The north approach to the bridge would be about 200 feet west of the cabin.

The exact location of the flume and pump house is undetermined at this time. We have been unable to identify any physical remnants near the proposed highway locations. It is possible the ice jam and flood of March 1978 could have destroyed this evidence. See story and pictures in Exhibits pages 26.23-26.27. Also recent correspondence from the Bureau of Land Management indicates some ruins still remain. See copy in Appendix B, page 28.85-86.

The campsite is on the north side of the river some distance from the alignment of Alternate P.

The existing facilities at the P. N. Ranch and outbuildings will remain as they are, as will access to these buildings and to the cottonwood grove on the

south river bank. Access will also be maintained to the park area facilities and ferry operator's house on the north side of the river.

Following completion of the bridge and approaches the need to continue the operation of the ferry will no longer exist. Several suggestions have been made as to what could be done with the ferry such as retaining it in operation, putting it on display within the area as a part of history, and moving it to another location to replace more outmoded equipment.

Two agencies have expressed a desire to obtain the ferry and erect it as a display depending on the availability of funds and space.

The irrigation ditch system for the cultivated field on the south side of the river will be disrupted by the proposed roadway; however, the irrigation ditches will be perpetuated or adjusted to carry on irrigation operations.

The alignment of Alternate A would bisect the irrigated land so that sizeable portions, suitable for production, would remain on both sides.

Land within the areas of the alternate alignments have been classified as prime and unique farmland as outlined in the correspondence and map in Exhibit pages 26.9-26.10 by the Soil Conservation Service.

The present useage of most of the acreage appears to be for livestock grazing. There are however ditched irrigation systems in the areas south of the river which have been cropped for hay in the past.

Approximate acreages involved of prime farmland

Alternate A - 10.5 acres

Alternate B - 10.6 acres

Alternate P - 28.4 acres

C. Anticipated Impacts to Historic District Land Users

The impacts to the road users and Historic District visitors are essentially the impacts to the park users.

The noise levels near the ranch buildings and along the roadway corridor will increase during construction above the present noise levels experienced. After the construction process is completed, the noise levels created by vehicular traffic will remain below the 70 dBA Design Noise Level for picnic areas, recreation areas, and parks as specified in the Federal Highway Administration Policy and Procedure Memorandum 90-2.

The effective observer distance from Alternate B to the P. N. Ranch buildings at its closest point is 220 feet; the calculated L_{10} noise level is 57 dBA is calculated. These noise levels are well within the 70 dBA as calculated. (See Exhibits pages 26.19-26.21).

Alternate A being farther east of the ranch buildings would have a lesser effect on residents or visitors than Alternate B as far as visual impacts, dust problems and noise pollution.

The impacts on air quality, water quality and aesthetic properties will be similar to those experienced by park land users. In all cases (except for visual impacts), any detrimental effects caused by construction of this project will be temporary in nature, lasting only as long as the actual construction process.

D. Measures to Minimize Harm to Historic District Boundaries

The structure and approaches will be designed to be as visually pleasing and unobtrusive as possible. All exposed slopes within the right-of-way will be topsoiled and reseeded with native grasses and shrubs to promote rapid vegetation regrowth. The construction work will be scheduled or phased to prevent harm to roadway users and area visitors, wildlife, and vegetation. Finally, the contractor will strictly adhere to all State and Federal laws and regulations regarding air, water, and noise quality.

Mitigation and/or area development ideas for the Historic District may be presented in the archeological inventory presently under contract from the Bureau of Land Management in Lewistown. The scope of work involved and the findings for this inventory are not known at this time; however, all findings and recommendations will be duly considered. In any event, the Department of Highways will proceed with their normal archeological inventory procedures as a minimum, as outlined previously.

IX. DESCRIPTION OF RIVER INVOLVEMENT

The Missouri River in the area of the proposed bridge crossing has been included in the Wild and Scenic Rivers System (Public Law 94-486; 90 Statute 2327; 16 USC 1274). Provisions for the construction of a new bridge on the highway between Winifred and Big Sandy have been included in the Act.

The drainage area for the Missouri River at this site is about 39,500 square miles. A continuous record gaging station has been operated for 39 years about 40 miles downstream where the drainage area is about 41,000 square miles. The records at this site were used in the hydrologic analysis of the Winifred Bridge.

Annual peak discharges for the Missouri River result from snow melt and generally occur after May 15 and before July 1. The maximum flood of record was 137,000 c.f.s. occurring on November 9, 1973.

The main channel of the Missouri River at this proposed crossing site is about 700 feet wide and provides depths of flow up to 15 feet before over-topping of the banks occurs. Flows of about 52,000 c.f.s. can be conveyed in this main channel without short term degradation of the water quality occurring. Construction of the bridge piers will be performed within sheet metal cofferdams to minimize increases in stream turbidity. Earthen dikes to facilitate construction over the flowing stream will not be permitted.

Access to facilitate construction over flowing water will be permitted by measures such as a temporary work bridge or barges.

The bridge will be visible to persons floating on the river under power of the normal current for only about 20 minutes or a distance of about one mile either side of the bridge.

X. COORDINATION WITH OTHERS

The development of this project has been an involved and time-consuming process. Prior to the listing of the Judith Landing area on the National Register of Historic Places and the inclusion of this section of the Missouri River in the National Wild and Scenic Rivers system, a Final Environmental Impact/Section 4(f) Statement was approved and adopted by the Federal Highway Administration (June, 1974). Since that time there have been two 4(f) Involvement meetings and an updated Letter of Intent, plus associated correspondence. Appendix B contains this Letter of Intent and all pertinent correspondence.

XI. DETERMINATION

Since the need for the bridge has previously been established the "no-build" alternate can be eliminated. The alternate "P" alignment has been considered and judged as not being a prudent or feasible alternative. The alternates "A" and "B" will both involve park and historic site lands. Proposals are under consideration for replacement of park land affected. Determination of no adverse effect has been requested of the State Historic Preservation Officer concerning the historic site lands involved. The S.H.P.O. would not concur in this determination pending further surface and subsurface investigation of the proposed highway right-of-way for historic and archeological resource. Normally a more indepth study of historic and archeological resources would be conducted on the project following the establishment of right-of-way; however, the Department of Anthropology of the University of Montana has since completed a surface and

sub-surface inventory on Alternates A and B with negative results. A copy of this report is included as Appendix B, pages 28.57-59 and 28.71-73 except for the voluminous plan sheets showing the location of the test holes, which is on file at the Department of Highways office in Helena.

A draft Memorandum of Agreement has been prepared and signed by the Department of Highways, State Historic Preservation Officer, and the F.H.W.A. outlining the mitigation measures of the adverse effects following Alternate A. This has been forwarded to the Advisory Council on Historic Preservation in Denver, Colorado for further processing. The final version of the agreement will be made a part of the final supplement to the EIS.

A copy of the draft Memorandum of Agreement is included in this report in Appendix A, pages 27.21-27.25.

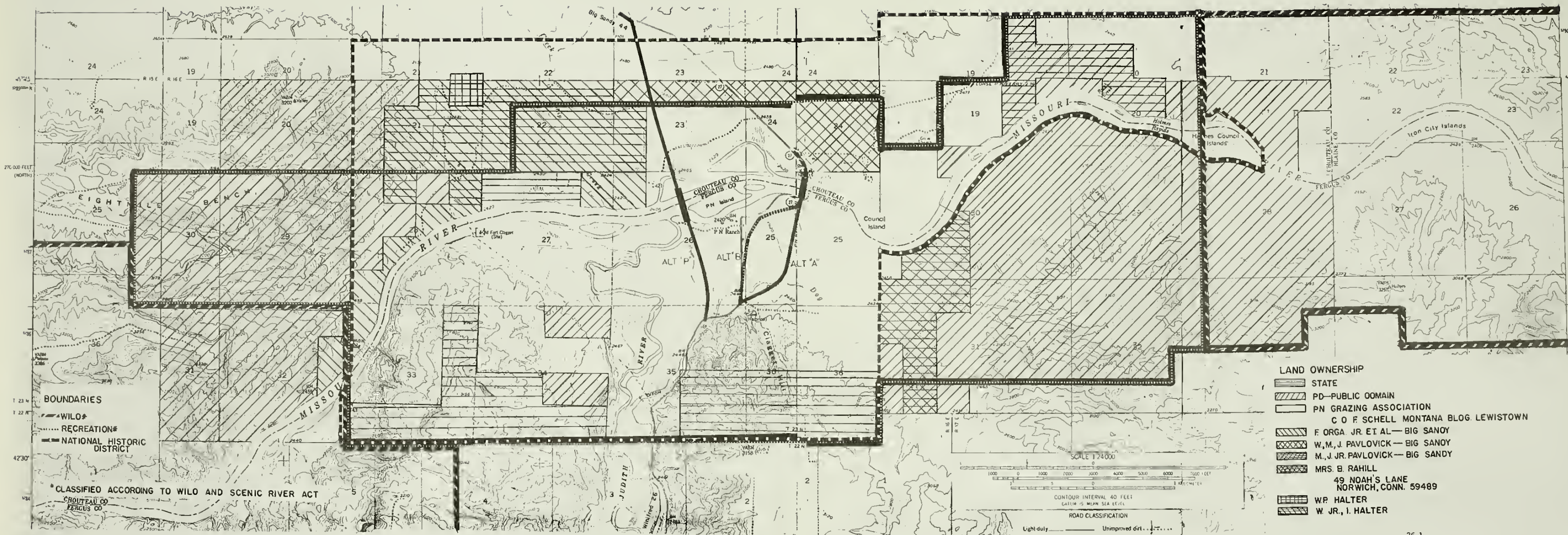
A preliminary cost estimate of the three alternates appears on the following page 25.1.

Either alternate "A" or "B" would be a feasible alternative.

PRELIMINARY COST ESTIMATE

ALTERNATE	NEW RIGHT OF WAY REQUIRED ACRES	ESTIMATED COST OF NEW RIGHT OF WAY DOLLARS	LENGTH OF NEW APPROACH ROAD MILES	COST OF APPROACH ROAD DOLLARS	LENGTH OF NEW BRIDGE FEET	COST OF NEW BRIDGE DOLLARS	COUNTY	TOTAL PROJECT COST
A	15.0	5000	1.0	200,000	452.0	853,500	FERGUS	
A	3.5	1500	0.4	80,000	452.0	853,500	CHOUTEAU	
TOTALS	18.5	6500	1.4	280,000	904.0	1,707,000		1,993,500
B	13.5	4500	1.1	220,000	452.0	853,500	FERGUS	
B	3.5	1500	0.4	80,000	452.0	853,500	CHOUTEAU	
TOTALS	16.5	6000	1.5	300,000	904.0	1,707,000		2,013,000
P	12.3	4000	0.8	160,000	600.0	1,133,000	FERGUS	
P	2.1	7500	1.4	280,000	500.0	944,137	CHOUTEAU	
TOTALS	33.4	11,500	2.2	440,000	1100.0	2,077,137		2,528,637

XII
EXHIBITS



Project No.: RS 236 1 (1) 49
Bridge and Approaches
Northwest of Winifred

1. Ownership Data:

Owners: S. Warren and Edna F. Halley.

Purchasers by Contract: Milan J. and John M. Pavolick, Jr.

Refer to attached instrument for additional information.

2. Narrative description of existing campground area and proposed replacement land.

The existing area was acquired by the State of Montana for use and benefit of the State Fish and Game Commission. The area was acquired by easement for campground and recreational facilities. It is recorded as follows:

Misc. Book 44, Page 176

Dated 7-20-67

Filed 8-22-67

Grantors: Frank J. and Ethel M. Fisher and S. Warren and Edna F. Halley

Grantees: The State of Montana for the use and benefit of the State Fish and Game Commission.

Legal Description:

All that portion of Lot 7 in Section 25, Township 23 North, Range 16 East, of the M.P.M. in said county of Chouteau, lying west of the county road as the same presently exists in said Lot 7 containing approximately 6 acres.

The existing park area and the additional land the State Fish and Game Department would like to acquire consists of a cottonwood grove that will contain approximately 13 acres upon completion of the proposed bridge. Access to the remainder of the existing area will probably remain as it is today, except that it will extend beneath the bridge structure. Access to the additional land will no doubt be by roadway shown on the panoramic photo (4, 5 & 6) and pictures No. 10 and 12. This road is passible, but would have to be upgraded to handle campers, boat trailers, etc. Both areas are level, have a fair stand of native grass and numerous cottonwood trees to provide shade. That portion of the existing area lying adjacent to the Missouri River was flooded early this spring, and large pieces of ice were left scattered throughout the area.

Note: All of the land covered by this study has been classed as Prime and Unique Farmland by the following: Terry Wheeler, District Conservationist, S.C.S. Office, Fort Benton; Nancy Honrud, District Clerk, Fort Benton; Clarence Baxter, Agent in charge of S.C.S. Office in Big Sandy.

Estimated Acquisition Cost

Your appraiser made a thorough search of the records in the Chouteau County court house and the Fergus County court house to find sales which could be classed as comparable to the land covered by this study, but was unable to locate any. I also contacted realtors in Lewistown, Fort Benton, Big Sandy and landowners in the project area, and once again I was unable to turn up any truly comparable sales.

The lack of comparable sales leaves your appraiser no alternative except to rely entirely upon his judgment. So using prudent judgment and recognizing that the land owners are opposed to selling the land to the State Fish and Game Department, it is the opinion of your appraiser that the value of the land is \$1,000.00 per acre.

Estimated Value of Land to be Acquired:

13 acres recreation land @ \$1,000/Ac. = \$13,000.00

Note: See following history regarding owners objections to selling land to the Fish and Game Dept.

History of Owner and Contract Purchaser Contact

12-20-77:

The above date I contacted S. Warren Halley, the owner of record, at his home south of Lewistown. Warren said there was no way that he would even consider selling the land to the State Fish and Game Department. He went on to say of course if the Pavlovicks decide they want to sell, I might go along with them. He suggested I call him between Christmas and New Years, because his son-in-law, John Pavlovick, would be visiting during the Christmas Holidays and he planned to discuss the matter with him at that time.

12-27-77:

Called Mr. Halley and he told me he had talked things over with John Pavlovick, and said John wanted to talk to me before he decided one way or the other.

5-15-78:

After numerous calls I was finally able to reach John Pavlovick the above date. I asked when we could get together. John agreed to meet me at the A.S.C. Office in Fort Benton at 3:00 p.m.

I was waiting when John arrived at the appointed time. After I had explained my reason for wanting to see him, John told me he didn't believe he would ever sell any land to the State Fish and Game Dept., and also said he was positive his brother, Milan, wouldn't, either.

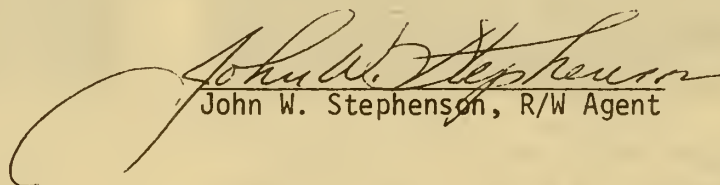
I asked why they were so upset with the Fish and Game Department. He said, "we're upset because they won't do anything to stop the erosion of the riverbank along the easement area." He also said - they were upset because the Fish and Game hadn't been picking up the garbage or policing the area as well as they felt it should be.

He also said if the Bureau of Land Management took control of the area, they might deal with the B.L.M., but not the State.

He also told me that a representative of the U. S. Park and Recreation Service had talked to his brother recently, and had told him the Bureau of Recreation was going to recommend the proposed bridge be constructed at an alternate site upstream, because they, the B.O.R., had money invested in the present recreation area and didn't want it affected by the bridge.

I told John I hadn't heard anything about a change in the location.

Then, after thanking him for his cooperation, I left.


John W. Stephenson, R/W Agent

JWS:n1

Note: The owners use the replacement land being considered to feed livestock during the winter months.



1. On bluff facing westerly, showing cattleguard at entrance to campground, turn around road and Missouri River on the left.



2. Facing west at entrance, showing cattleguard, turn around road and portion of campground in background.



3. Facing east from inside campground, showing cattlegaurd, road leading away from campground with bluff on left and river on right.



4, 5, 6. Panoramic View, facing westerly and northerly from turn around road showing portion of camping area with river on left, bluff on right, and north boundary line fence extending across road right. The area north of the fence line is a portion of the additional land being considered.



7. Facing southeasterly, showing portion of camping area with river in background, Rt.



8. Facing north from north boundary line of existing campground, with fence in foreground and additional land being considered in background.



9. Facing south on bluff from center of north boundary line showing portion of campground with river in background.



10. Facing westerly from same location of picture #9, showing road leading into additional land being considered.



11. Facing westerly on bluff about 400' north of existing boundary line, showing portion of additional area being considered with channel between mainland and island in background.



12. Facing northwesterly from same location of Picture #11, showing road leading thru additional land being considered.



Looking South across
the Missouri River with
a portion of the Judith
River Recreation Area
in the foreground



Looking Southeast from
within the Park with
the Lohse-P.N. Ferry in
the background (at arrow)

12.3 77

UNITED STATES DEPARTMENT OF AGRICULTURE
SOIL CONSERVATION SERVICE

P. O. Box 970, Bozeman, MONTANA DEPT OF HIGHWAYS

RECEIVED

DEC - 2 1977

H. J. Anderson
Director of Highways
Montana Department of Highways
Helena, Montana 59601

HELENA, MONTANA

November 30, 1977

Date Rec'd.		DEC - 6 1977	
Act.	Info.	R/W BUREAU	Init.
		Mail Route	
		60 Chief	
		61 Asst. Chief	
		62 Plans	
		63 Appraisal	
		64 Negotiation	
		65 Utilities	
		66 Audit	
		67 Permits	
		68 Land	
Gen. Dir.		FILE	Proj. Unit

Dear Mr. Anderson:

Re: RS 236-1 (1) 49, Bridge & Approaches Northwest of Winifred
Ref: 62-MLN

We submit the following information concerning prime farmlands in the subject area.

Based on the assumption that the reaction of the soil to a depth of 40 inches is pH 8.4 or less, the Havre and Yamac soils qualify as prime farmland. These are designated on the enclosed map as mapping units 803A Havre loam, 0 to 2 percent slopes; 1803A Havre silty clay loam, 0 to 2 percent slopes; and 803C Yamac loam, 2 to 8 percent slopes.

The following mapping units do not qualify as prime farmland: 507A Marias clay, 0 to 2 percent slopes (doesn't qualify because of high wind erosion hazard and very slow permeability); 1405 Havre soils, occasionally flooded, 0 to 2 percent slopes (doesn't qualify because of flood hazard); 106 Canburn loam, 0 to 2 percent slopes (doesn't qualify because of wetness).

The above information concerns the soils and their mapping units as a whole unit. We recommend on-site investigation for site specific areas since there are inclusions of soils within a defined mapping unit that may have soil properties that differ greatly from the major soil in the mapping unit.

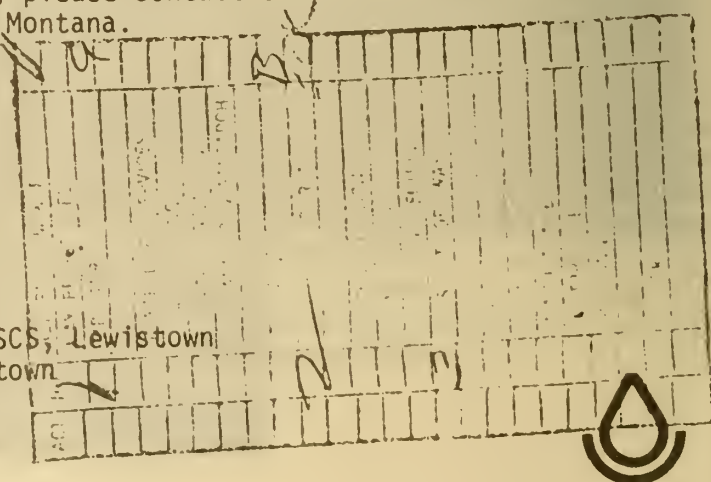
If we can be of further assistance, please contact our Soil Conservation Service field office in Lewistown, Montana.

Sincerely,

for *Robert E. Richardson*
Jack W. Rogers
State Soil Scientist

Attachment

cc: Peter H. Haverkamp, Jr., AC, SCS, Lewistown
James N. Rose, DC, SCS, Lewistown





LEGEND

- | | |
|--------------------------|--|
| 803A, 1803A,
803C | SOIL TYPES QUALIFYING AS
PRIME FARMLAND |
| 507A, 1405,
106, 1105 | SOIL TYPES NOT QUALIFYING
AS PRIME FARMLAND |

12-15-76
1-20-77
6-277

26.10

RS 236-1(1) 49
BRIDGE & APPROACHES
VICINITY LOHSE PN FERRY CROSSING
NORTHWEST WINIFRED
SECONDARY ROUTE 236
SCALE 1" = 400'

memorandum

DATE:

REPLY TO
ATTN OF: Chief of Resources

6123

MAR 29 1977

SUBJECT: Visitor Use Data-Upper Missouri River

TO: District Manager, Lewistown; Area Manager, Judith Resource Area

Attached is a two year analysis of visitor use and commercial outfitting on the Upper Missouri River. This data was prepared for up-dating URA's, preparing PAA's, and for developing cost/benefit data for AMP's within the river corridor. Additionally, since this data is needed for the management plan (existing situation), it is displayed in a format that fits the management plan outline.

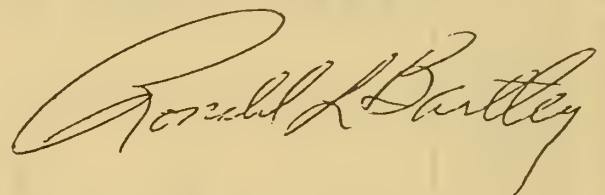
Less than full season data collected during 1975 has been expanded (by factors equal to 1976 trends) to demonstrate full season totals for comparison purposes.

The largest boating party in 1976 was 76 craft and 239 people on the 20th Annual Glasgow Cruise. Several parties consisted of a single individual. The largest day use gathering was 1200 people at Judith Landing to celebrate successful efforts for a bridge at that location.

In 1975 boating use peaked on July 24. In 1976¹ boating use peaked on July 17. Memorial Day weekend use approached that of the peak of the season, while Independence Day and Labor Day exceeded it, Labor Day weekend being the highest use period during the season.

General tallies maintained by the river rangers during 1976 correlate extremely well with the statistical data, and we are quite comfortable with this data.

Attachment



*Gary: This includes some preliminary
1977 use inside also*



Buy U.S. Savings Bonds Regularly on the Payroll Savings Plan

OPTIONAL FORM NO. 10
(REV. 7-76)
GSA FPMR (41 CFR) 101-11.6
5010-112

/1

Visitor Use - Upper Missouri River

	<u>/2</u> 1975		1976		Increase over the previous year
	People	Visitor Days	People	Visitor Days	
<u>/3</u> Boating	1648	6890	2228	9313	35%
<u>/4</u> Camping at Judith Landing	205	547	315	841	54%
Day Use at Judith Landing	222	222	342	342	54%
Sub-total for comparable data <u>/4</u> <u>/6</u>	2075	7659	2885	10,496	37%
Camping at Other Points <u>/5</u> <u>/6</u>	No data	No data	876	2339	No data
Day Use at Other Points	No data	No data	2248	2248	No data
Seasonal Totals	---	---	6009	15,083	---

/1 Season of use is week prior to Memorial Day to week after Labor Day

/2 1975 was sampled from June 9 to Aug. 24 only. Figures quoted have been expanded by factors arrived at by analysis of 1976 trend data to reflect entire season's use.

/3 Average party contained 7.5 people and they stayed for an average of 4.18 days.

/4 Average length of stay for campers is calculated at 2.67 days.

/5 Includes 1200 celebrants at PN Bridge Picnic considered non-typical for analytical purposes (i.e. identifying trend and increase in use percentages).

/6 Other points excluding Fort Benton and James Kipp State Park.

1976 Boating Season - Calculation of Use
(May 23 to Sept. 6 sample period)

Holiday Samples		Weekend Samples		Week Day Samples	
Date	Number of Parties	Date	Number of Parties	Date	Number of Parties
May 29	16	May 23	6	May 24	8
May 30	17	June 19	15	June 30	4
July 3	21	June 20	15	July 1	11
July 4	24	July 18	20	July 15	17
Sept. 4	21	Aug. 7	8	July 16	20
Sept. 5	28	Aug. 8	12	July 19	11
		Aug. 29	7	July 21	9
				July 22	9
				Aug. 30	4
6 samples	127 Total	7 samples	83 Total	9 samples	93 Total
127/6=21.2 parties ave./holiday day		83/7=11.9 parties ave./weekend day		93/9=10.3 parties ave./weekday day	
9 holiday days over the season x 21.2 = 190.8 parties on the river over the holidays.		26 weekend days over the season x 11.9 = 309.4 parties on the river over the weekends.		72 weekday days over the season x 10.3 = 741.6 parties on the river over the weekdays.	
7.5 people/party ave. x 190.8 parties = 1431 visitor days attributable to holi- days.		7.5 people/party ave. x 309.4 parties = 2320 visitor days attributable to week- ends.		7.5 people/party ave. x 741.6 parties = 5562 visitor days attributable to week- days.	

1431 visitor days attributable to holiday use
2320 visitor days attributable to weekend use
5562 visitor days attributable to weekday use

9313 boating visitor days during the sample period

1111 Bealing version - calculation at USC
(May 26 to September 6 - sample period)

Holiday Samples	Weekend Samples	Week Day Samples
Date	Date	Date
Number of Parties	Number of Parties	Number of Parties
27	11	26
29	18	27
30	19	29
2	25	10
17	26	13
11	9	15
2	16	16
7	23	17
2	24	20
	30	22
	21	23
	27	24
		27
		28
		1
		8
		11
		12
		13
		21
		22
		25
		27
		29
		3
		4
		21
		24
		25
		26
		27
		28
		29
		30
		1
		2

1977 Boating Season - Calculation of Use continued

Holiday Samples	Weekend Samples	Week Day Samples
$\frac{169}{8} = 21.1$ parties average/holiday day	$\frac{90}{12} = 7.5$ parties average per weekend day	$\frac{305}{32} = 9.5$ parties average per weekday day
9 holiday days over the season $\times 21.1 = 189.9$ parties on the river over the holidays.	26 weekend days over the season $\times 7.5 = 195$ parties on the river over the weekends.	7.7 weekday days over the season $\times 9.5 = 731.5$ parties on the river over the weekdays.
4.5 people/party average $\times 189.9$ parties = 855 visitor days attributable to holidays	4.5 people/party average $\times 195$ parties = 878 visitor days attributable to weekends.	4.5 people/party average $\times 731.5$ parties = 3292 visitor days attributable to weekdays.
855 visitor days 878 visitor days 3292 visitor days	attributable to holiday use attributable to weekend use attributable to weekday use	Total 5025 boating visitor days or 1289 people
Floating season : 23 May - 11 Sep	1977 average party size: 4.5 floaters	1977 average length of stay: 3.9 days
River use decreased 42% from 1976 or 22% from 1975		

Floating Use

The statistical sample taken between May 23, 1976 and September 5, 1976 identified 9313 floater days. (2228 floaters)

- Average party size of 7.5 floaters
- Average length of stay of 4.18 days

The statistical sample during the period of the 1975 sample (June 9 to August 24) identified 7506 floater days in 1976 as compared to 5553 floater days in 1975 -- increase over 1975 floaters of 35%.

Analysis of 1976 data indicates that 19.4% of the floater use took place outside of the 1975 sample period. If 5553 floater days represents only 80.6% of the 1975 floater days, then a projected season total of 6890 floater days is indicated for 1975 (1648 floaters).

Note: A general tally maintained by the river rangers shows 2199 floaters during the 1976 season as compared to 2228 from the statistical sample, a difference of only 1.3%. The general tally was not a 100% sample, so the 2228 floaters is probably a very accurate figure.

Bankside Use - Judith Landing

The river rangers kept a general tally of all 1976 bankside use observed. During 1975 bankside use was recorded at Judith Landing only, it was very near a 100% sample for that location, but it was collected only for the period of June 9 to August 24.

The general tally shows 205 campers, 222 day use users, and 1200 celebrants at the PN Bridge Picnic (considered non-typical in the analysis, but included in the totals) during the period of May 23 to September 5, 1976. While Judith Landing was the field station for the river rangers, they were only there 65% of the time because of weather, training, and field operations at other points on the river. Consequently, the tally at Judith Landing is considered a 65% survey for analytical purposes. Season totals then equal 315 campers and 342 day use users. (657 total)

Analysis of the 1976 data indicates that 43.6% of the use took place outside of the period sampled in 1975. During 1975, 241 bankside users were recorded during the sample period, but if this represents only 56.4% of the use, the projected seasonal total would be 427 bankside users.

Indicated increase in use in 1976 over that in 1975 (657 from 427) at Judith Landing is 54%.

Camping made up 48% of the bankside use at Judith Landing. Average length of stay is calculated at 2.67 days for campers.

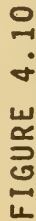
Bankside Use - Other Than Judith Landing and Excluding
Fort Benton and Kipp

During their travels on the river, the river rangers also kept a general tally of all bankside use observed. Based upon the amount of time they spent on the river, the general tally represents approximately a 25% survey (probably quite accurate for camping but rather high for incidental day use (fishing, etc.) - however, it is the best figure available and provides a measure of day use, even if only a conservative one).

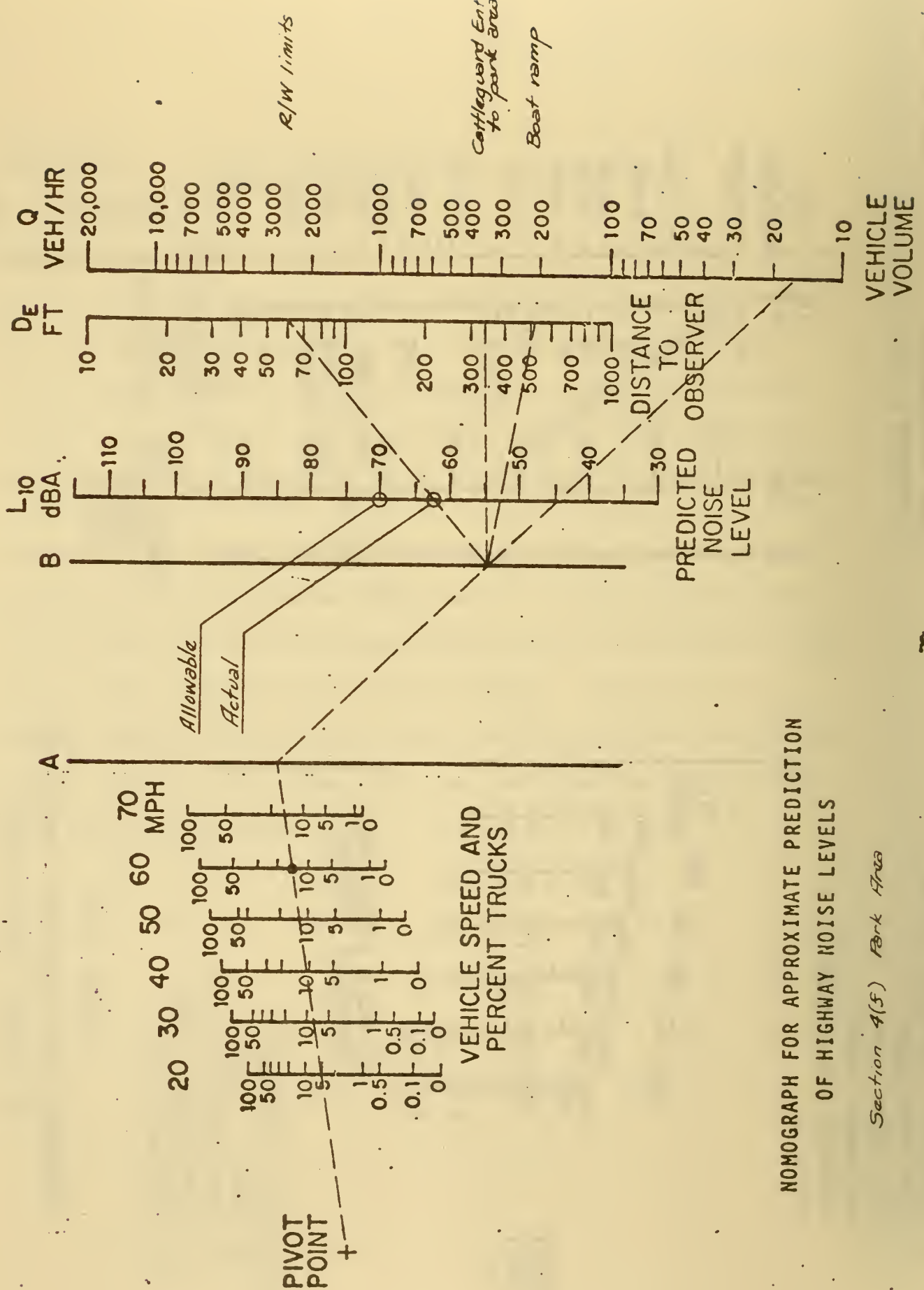
During the 1976 season (May 23 to September 6) 219 people were observed camping and 262 were observed making day use. If this represents only 25% of total use, then the seasonal totals would be 876 campers and 1048 day use users. Total users would then be 1924. Using the 2.67 days average length of stay for the camping use, this represents 3387 visitor days of bankside use at sites other than Judith Landing, but excluding Fort Benton and Kipp Park.

PROJECT RS 236 - 1(1) 49

ADT 1977	= 35
ADT 1980	= 40
ADT 2000	= 120
TRUCKS	= 15.5%
DHV	= 15

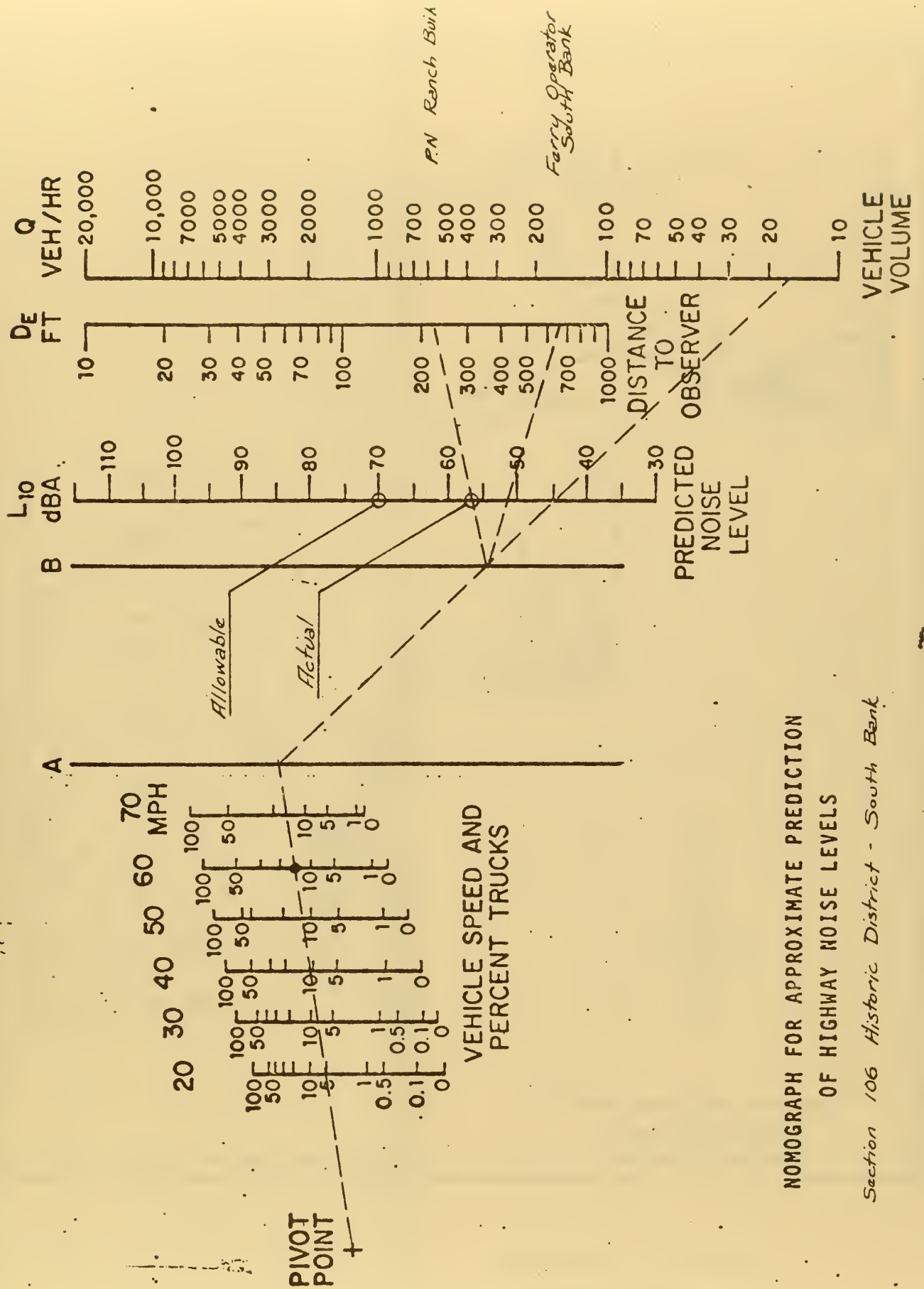


NOMOGRAPH FOR APPROXIMATE PREDICTION
OF HIGHWAY NOISE LEVELS



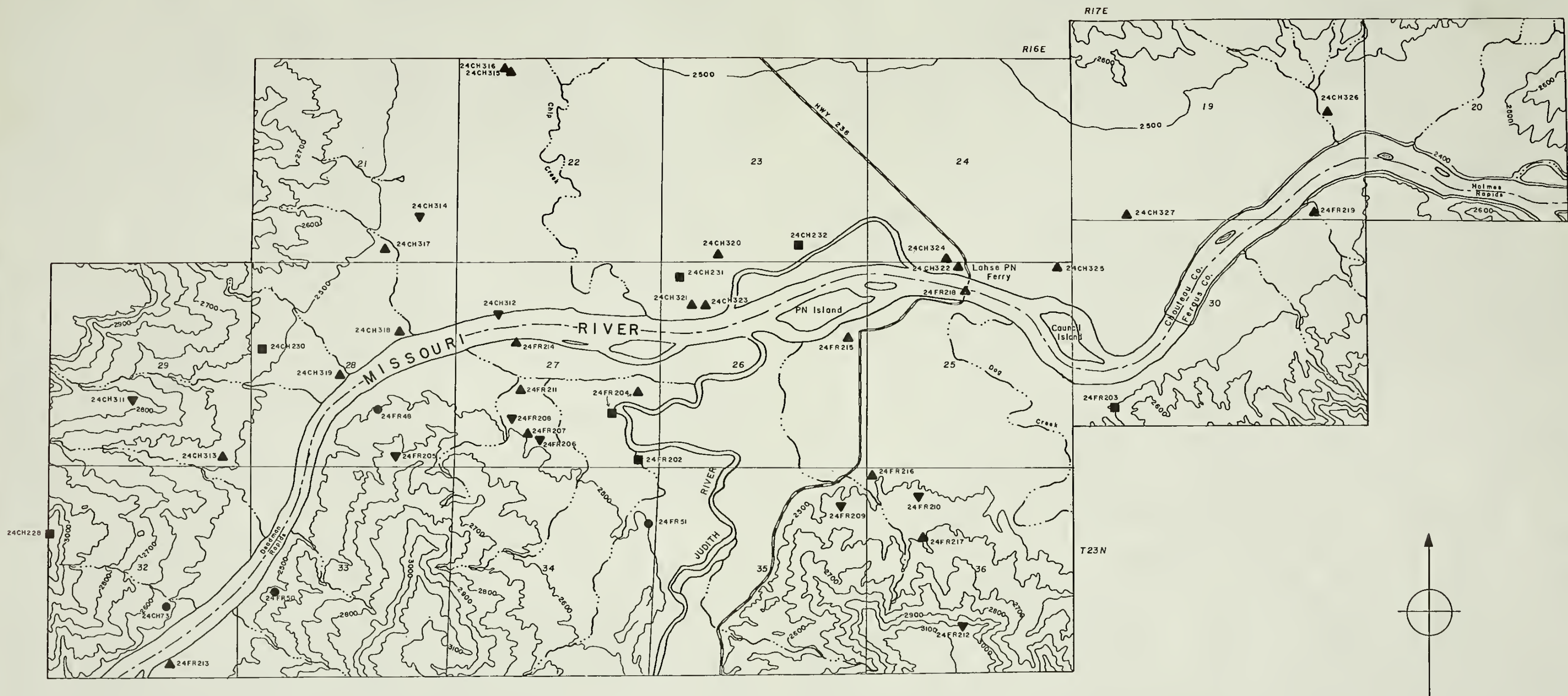
NOMOGRAPH FOR APPROXIMATE PREDICTION
OF HIGHWAY NOISE LEVELS

Section 4(5) Park Area



NOMOGRAPH FOR APPROXIMATE PREDICTION
OF HIGHWAY NOISE LEVELS

Section 106 Historic District - South Bank



From: U.S.G.S. 7½' Quads.: PN Ranch 1954, Council Island 1954, Chase Hill 1964, and Pigtail Coulee 1964.

Recorded sites in the study area.

- Mallory (1963)
- Davis (1976)
- ▼ archeological, MRC (1977)
- ▲ historical, MRC (1977)

Trapped atop trailer near Lohse Ferry Couple survive in icy flood

By BERT LINDLER
Tribune Staff Writer

BIG SANDY — Ice 15 feet thick in the Missouri River 45 miles southeast of Big Sandy Monday night, causing flooding which inundated fields, destroyed the support towers of the Lohse Ferry and forced a couple to spend the evening on top of their trailer.

See photos on pages 1 and 39

The ice started coming out of the river Monday afternoon when the river rose. Ice jammed then, causing minor flooding. But the river dropped back into its banks later in the afternoon.

Clarence Dionne, who works as an irrigator for the P.N. Grazing Assoc., moved his livestock, pickup and tractor to high ground during the afternoon. But when the river receded he and his wife, Jean, decided to spend the evening in their trailer near the river on the Winnifred side of the ferry.

JEAN WORRIED. She couldn't sleep well. At about 1:30 a.m. she heard the ice buckling and crackling. It sounded like a summer thunderstorm.

Practically before they could get out of bed the water was two feet deep inside their trailer. Clarence forced open the door and they climbed to the roof.

"I figured that we were surely goná," Clarence said.

Jean was getting cold so she climbed back into the trailer for blankets. When she tried to get back out the reassurance of the water was so great they were barely able to get the door open.

The ice floes swirled around the trailer as the water rose to within a foot of the roof. One floe slammed against the trailer, knocking it downstream: Clarence was sure the 70-foot trailer would break in two.

THE RIVER ROSE and fell three times during the evening. The livestock found a hole in the fence and headed home just as the flood waters were rising. Clarence could see them in the moonlight. But he couldn't help.

The milk cows were like his children. He'd just been offered \$400 for Juné, a guernsey that was heavy with calf. Rather than sell the cow just then, Clarence wanted to wait until the guernsey bore its calf. The little guernsey, the three jersey, the black angus and the jersey angus bull all drowned along with five sows and 10 of 13 baby pigs.

As soon as it was light, Clarence and Jean climbed off the icy trailer roof and down to the muddy, slushy ground below. Clarence wanted to get to high ground before the river rose again.

THEY HAD TO WADE through mud and slush up to their waist for a quarter-mile before reaching the ranch house. They were so cold and exhausted they almost didn't make it. They lost all the feeling in their legs. The muddy wade took them 3½ hours.

Their trailer and its contents were completely destroyed. The three horses survived including two found on nearby ice floes. Another horse, stranded on an ice floe across a raging creek, cannot be reached. It's healthy, but Clarence is not sure how long the horse can live.

The trailer, which was insured, contained all their possessions. Now they have nothing. They're staying temporarily with the P.N. Grazing Assoc.'s ranch foreman.

"We're broke. We have no place to go," Clarence said.

THE AREA AROUND the Lohse ferry was also heavily damaged. The ferry had been pulled onto the shore for the winter. Floodwaters lifted the ferry and carried it across the road at the ferry landing.

Ice floes broke off both of the towers supporting the ferry cable. The county-owned ferry operator's house was flooded and a corner was damaged by ice floes.

A steel building owned by the ferry operator, Robert Otto, was torn open by the ice. Vehicles parked at the landing were inundated. The out-house was toppled. Ice floes at the river's edge stood 15 feet above the river.

ONE WALL of the historic Powers Trading Post was damaged. The P.N. Grazing Assoc. was negotiating to give the building to the Bureau of Land Management as an historic site. The building was originally built of sandstone. Its walls were 12 feet high and three feet thick. The tiny windows were barred to keep out Indians.

Fred Drga, who had just started getting hay off a 65-acre alfalfa field he put into production near the Lohse Ferry two years ago, lost the field and irrigation equipment.

Milan and John Pavlovick, who ranch a couple of miles below the ferry, lost three \$7,000 pumps, a sprinkler system and 300 acres of their most productive alfalfa fields in the flood.

Their houses are without water now. The nearest water is 12 miles away over roads that are rutted axle-deep. The roads will get worse. Most of the snowmelt is yet to come.

ICE FLOES CARPET the fields in front of Milan Pavlovick's house. The floes, some of which stand twice as tall as a man, may take months to melt. Ice, mud and debris cover fields as far as a half-mile from the river. The flooding was more extensive than the 1908 flood, one of the most serious on the lower Missouri, Pavlovick said.

"We'd like to get this declared a disaster so we can get some help out of it," Pavlovick said.









APPENDIX A
HISTORIC DISTRICT
AND
LEGISLATION

UNITED STATES DEPARTMENT OF THE INTERIOR
NATIONAL PARK SERVICE

FOR NPS USE ONLY

RECEIVED

DATE ENTERED

NATIONAL REGISTER OF HISTORIC PLACES
INVENTORY -- NOMINATION FORMSEE INSTRUCTIONS IN *HOW TO COMPLETE NATIONAL REGISTER FORMS*
TYPE ALL ENTRIES -- COMPLETE APPLICABLE SECTIONS**1 NAME**

HISTORIC Judith Landing Historic District

AND/OR COMMON

Judith Landing

2 LOCATIONSections 21, 22, 23, 24, 25, 26, 27, 28, 33, 34, 35, 36; T23N, R16E
and part of sections 19, 20, 21, 28, 30; T23N, R17E.

STREET & NUMBER

Secondary Route 236

NOT FOR PUBLICATION

CITY, TOWN

Winifred

☒ VICINITY OF

#2

STATE

Montana

CODE

30

COUNTY

Chouteau/ Fergus

CODE

015/027

3 CLASSIFICATION

CATEGORY

☒ DISTRICT☐ BUILDING(S)☐ STRUCTURE☐ SITE☐ OBJECT

OWNERSHIP

☐ PUBLIC☐ PRIVATE☒ BOTH

PUBLIC ACQUISITION

☐ IN PROCESS☒ BEING CONSIDERED

STATUS

☒ OCCUPIED☐ UNOCCUPIED☐ WORK IN PROGRESS

ACCESSIBLE

☒ YES: RESTRICTED☐ YES: UNRESTRICTED☐ NO

PRESENT USE

☒ AGRICULTURE☐ COMMERCIAL☐ EDUCATIONAL☐ ENTERTAINMENT☐ GOVERNMENT☐ INDUSTRIAL☐ MILITARY☐ MUSEUM☒ PARK☒ PRIVATE RESIDENCE☐ RELIGIOUS☐ SCIENTIFIC☒ TRANSPORTATION☐ OTHER**4 OWNER OF PROPERTY**

NAME Multiple federal, state and private ownership

STREET & NUMBER

CITY, TOWN

VICINITY OF

STATE

5 LOCATION OF LEGAL DESCRIPTION

COURTHOUSE,

REGISTRY OF DEEDS, ETC Chouteau County Courthouse/Fergus County Courthouse

STREET & NUMBER

CITY, TOWN

Fort Benton/Lewistown

STATE

Montana

6 REPRESENTATION IN EXISTING SURVEYS

TITLE

Montana Historic Sites Inventory

DATE

September, 1968

☐ FEDERAL ☒ STATE ☐ COUNTY ☐ LOCALDEPOSITORY FOR
SURVEY RECORDS

Montana Department of Fish and Game

CITY, TOWN

Helena,

27.1

STATE

Montana

7 DESCRIPTION

CONDITION

☐ EXCELLENT
☒ GOOD
☒ FAIR

☐ DETERIORATED
☒ RUINS
☒ UNEXPOSED

CHECK ONE

☐ UNALTERED
☒ ALTERED

CHECK ONE

☒ ORIGINAL SITE
☐ MOVED DATE _____

DESCRIBE THE PRESENT AND ORIGINAL (IF KNOWN) PHYSICAL APPEARANCE

The Judith Landing Historic District comprises a 15-square mile area centered around the mouth of the Judith River. The district is a distinct geographical feature consisting of a large basin formed by the junction of the Missouri and Judith Rivers surrounded by hills and rough "breaks". It begins and terminates at shallow "rapids" in the Missouri River. The Missouri also provides the historical continuity of the district as the entire scope of man's activities from prehistoric times to the present along the river are represented in this area.

At Deadman Rapids on the western edge of the District, the Missouri River Canyon opens into a valley three to five miles wide. The mouth of the Judith Valley as viewed from the Missouri River is thickly wooded with cottonwood, ash and willow--the largest concentration of deciduous trees in a 180-mile stretch of the Missouri. The rest of the valley is primarily grassland currently used for grazing or irrigated hay pasture. There are also large areas of sagebrush, some conifers, saltbush and greasewood. The rim is known as the Judith River formation, consisting of sandstone which forms impressive cliffs and picturesque rock pillars. The shale base is known as the Clagett shale, laid down 15 million years ago.

This area is home to a wide variety of wildlife--mule and whitetail deer, antelope, coyote, muskrat, beaver, prairie dog, sage and sharp-tailed grouse, ducks, geese, hawks, owls, eagles, herons and fish. The buffalo, grizzly bear, wolf, elk and Audubon sheep have disappeared from a scene which otherwise remains much as it was when described by Lewis and Clark 170 years ago. About four miles below the Judith River the canyon begins to close in again at Holmes Rapids and the green fades into the earthy shades of the barren country of the badlands.

The western edge of the district is marked by Deadman Rapids(1) originally called Ash Rapids by Lewis and Clark. The Missouri is narrow and deep here, constricted by high bluffs on either side which were used by Indians as lookout points(2) and burial grounds(3). The entire district, in fact, has been used repeatedly since prehistoric times as a favorite aboriginal campsite in this region(4). One can also find on the wooded bluffs within the district the rotted stumps of trees(5) cut to supply fuel for the steamboats.

One mile downstream from Deadman Rapids on the north bank of the Missouri a modern ranch house now stands near the site of the Todd/Baker adobe homestead, ca.1880(6). In the weeds south of the house lie some adobe bricks of the foundation. Eastward on the north bank of the Missouri the old weed-covered irrigation dikes(7) of the Todd/Baker homestead define the alfalfa fields now watered with pump and pipe. A sagebrush flat at the mouth of Ship Creek marks the horse pasture(8) used by the Judith Landing Stage in the 1880's. The outlines of Fort Chardon, 1844 (9) are barely discernable through the thistles on the flat east of Ship Creek. No description of the fort survives, but it is thought to have been built of cottonwood logs like the other American Fur Company posts of the 1840's. Ship Creek(10) received its name from these and other fur trappers who built their barges here to take their goods downstream. The site of the Fort Clagett trading post, 1869-1872(11), lies on the south bank of the Missouri nearly opposite the Baker adobe. The site appears much the same as it did over 100 years ago.

(see continuation sheet, item #7)

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INVENTORY -- NOMINATION FORM

CONTINUATION SHEET

ITEM NUMBER 7

PAGE 2 of 6

On the west side of the Judith River, largely overgrown by sagebrush and range grass, lie the foundations of Camp Cooke, 1866-1870(12). A long trench running north and south is obvious on the western edge of the post and was probably part of the line of buildings and pickets which formed the defense on this side opposite the Judith River. The excavated earth might have provided the material for a structure presumed to have served as a barracks--an adobe building of four rooms with a stone fireplace in each. Subsidence of the walls has left mounds of adobe three feet high, with the partitioning still evident. The original boundary of the Camp Cooke Reservation (13) designated by the army includes Camp Cooke and most of the bottomland along the Missouri and Judith Rivers.

On the south bank of the Missouri just below the mouth of the Judith are the structures which remain of the little town of Judith Landing and the PN Ranch (name: Power-Norris, brand: P lazy N). The landing and ranch, located at the center of the historic district, contain the only remaining historical structures still standing in the district and remain the focal point for the entire area. These structures include the PN Warehouse/store (14), built in 1882 by J. H. Wells, then manager of the T.C. Power Company at the Judith. It was used as a trading post, store and warehouse until 1934. Since then, it has been used as a barn at the PN ranch. The warehouse measures 30 feet by 100 feet and is built of native sandstone and granite. The 100 foot east wall contains three windows and two doors, one added in 1940, all framed in hand-hewn lumber. The 30-foot north facade which served as the main entrance had large double doors with an arched transom framed by a large arched window on either side. A hatchway to which boats could draw up to unload cargo directly into the half cellar was located under the east front window. Another large door frames the south end of the structure. A tin roof has replaced the original. In the spring of 1975, the Missouri River undercut the bank beneath the front and 20 feet of the building and the north facade collapsed into the river. The remainder of the building is structurally sound.

Forty feet to the east of the warehouse under a large cottonwood stands a white frame blacksmith shop (15) which measures 19 feet by 30 feet by 20 feet high. It is believed that this is the second blacksmith shop on this site. Large doors frame both the north and south ends and the north door was enlarged in 1975. The building is currently used as a ranch machine shop. Blackened timbers crisscross the ceiling, burned by the hot fires of the forge. Fifty feet to the east of the shop is the old Judith Landing Post Office (16) measuring 17 feet 16 inches by 23 feet by 13 feet high. This pine log structure has dovetailed notched corners. Entrance was through the door facing north towards the river, and it is evident that at one time a window faced the south, but is now filled in with logs. The foundation is of rubble stone and a tin roof has been added to the vacant building.

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About 100 feet southwest of the Stone Warehouse stands the first ranch house built by Bill Norris on the PN Ranch, ca. 1884(17). It is a one-room log cabin, measuring 18 feet by 32 feet with a door on the north and south ends and two windows on the east and one on the west walls. Its original sod roof now in very poor condition is supported on the inside by two stout posts. Across the road to the east lie two other ranch houses built in succession by Norris. The smaller frame house, ca. 1900(18), to the south was originally located on the same side of the road as the Warehouse, but was moved to the present site and converted to a cookhouse when the most recent ranchhouse was built. It is a three-room structure with a porch along the front or west side. It measures 18 by 40 feet with no distinctive architectural features.

To the north of Norris' second home, surrounded by rows of large cottonwoods lies the last and still-in-use of the PN ranchhouses (19). It is unusually large for this area measuring 50 feet by 60 feet and has 15 rooms. It is characteristic of the "bungalow" type of frame house built around 1906. The interior is of lath and plaster with oak molding. To the rear of this building is a whitewashed 20 by 12 foot hewn log structure with dovetailed notched corners built around the turn of the century as a schoolhouse (20). Adjacent to this is a similarly constructed building (21) of cottonwood logs used as a ranch root cellar.

A mile to the south of the ranchhouse, on a grass-covered knoll, at the base of Clagett Hill, is the grave of Mat. Duncan (22) who was killed by Indians in 1881. The sandstone headstone was recently broken at its base by cattle and is being kept at the PN ranchhouse. Easily visible climbing Clagett Hill (23) south of Duncan's grave is the steep freight and stage road constructed in the 1860's by the army at Camp Cooke.

Immediately above PN Island in the Missouri River is the first site of the PN Cable Ferry (24) which was established in the 1880's by the T.C. Power Company. Reportedly, cable ends still remain embedded in the riverbanks. The Lohse Cable Ferry (25) located below PN Island was established in 1923. The ferry is powered by a tractor motor and remains the only means of crossing the Missouri for 30 miles.

Downstream from the Lohse Ferry on the north bank of the Missouri opposite the mouth of Dog Creek is the site of the Lewis and Clark Expedition Camp of May 28, 1805 (26). Just east of this site lie the council grounds of 1846 (27) and 1855 (28). Records of the councils mentioned the giant cottonwoods which stood here and their successors still occupy the site. It is easy to see why this spot was chosen-- it was the only area large and flat enough to accommodate the huge gatherings mentioned. Council Island (29) received its name from these large gatherings opposite it.

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CONTINUATION SHEET

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A mile further downstream from the Council sites on the north side of the Missouri is the mouth of Birch Creek (30) which was first mapped by the Lewis and Clark Expedition and named Thompson's Creek in honor of one of the men. Just below, the sandstone cliffs close in again on the Missouri at Holmes Rapids (31) and Holmes Council Islands (32), named after the head boatman of the Stevens 1855 Council Expedition.

Ownership within the district is divided between the federal government (Bureau of Land Management), state government (Department of Lands, Department of Fish and Game) and private individuals and grazing associations. Acquisition by the federal government of non-federal lands has been considered as a prerequisite to the building of a major dam proposed at Cow Creek which would flood the entire valley. More limited acquisition has been considered also in conjunction with a proposed national wilderness waterway or wild and scenic river classification for this area which is now pending before Congress.

Inventory of Historic Places Within the Judith Landing Historic District

- (1) Deadman Rapids (Ash Rapids): Section 33; Lewis and Clark Landmark, river hazard, smallpox epidemic site.
- (2) Indian Lookouts: Sections 33 and 36.
- (3) Indian Burial Grounds: Sections 21 and 19
- (4) Aboriginal Occupation Sites: Sections 21 through 28, 34, 35, 19, 20, 30; noted by the Lewis and Clark Expedition, numerous artifacts recovered by local collectors.
- (5) Woodhawk Stumps: Sections 33, 34, 35, 36; rotted stumps of pine and juniper left by the woodhawks who supplied fuel for the steamboats over 100 years ago.
- (6) Todd/Baker Adobe Homestead Site: Section 28, ca. 1880, only a few bricks remain of the homestead built by a buffalo hunter named Todd and purchased by I. G. Baker.
- (7) Irrigation Dikes: Sections 22 and 23; ca. 1880, these dikes on the Todd/Baker homestead held water for the first attempt at large-scale irrigation in this area.

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INVENTORY -- NOMINATION FORM

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- (8) Stage Pasture: Section 27; ca. 1880, used for replacements for the Judith Landing stage.
- (9) Fort (Francis A.) Chardon Site: SW $\frac{1}{4}$, Section 23; 1844-1845, an American Fur Company post built after the massacre of Blackfeet Indians and burning of Fort McKenzie.
- (10) Ship Creek: Sections 22 and 23; received its name from the fact that it was a favorite location for fur trappers to construct barges to take their goods downstream.
- (11) Fort (William H.) Clagett Site: Section 27/28; 1869-1872, a T.C. Power Company trading post built for trading with the soldiers of Camp Cooke and the steamboats.
- (12) Camp Cooke Site: Section 27; 1866-1870, stone and adobe foundations and trenches mark the location of the first military post in Montana established to protect the steamboat trade.
- (13) Camp Cooke Reservation; Sections 23-27, 34, 35, 19, 30; 1866-1870, within this large boundary there was wood for the post, grass for the animals and no private developments allowed.
- (14) PN Warehouse/Store: Section 26; 1882, one-story with half cellar, 30 feet by 100 feet trading post and warehouse built of native sandstone and granite.
- (15) PN Blacksmith Shop: Section 26; early 20th century; one story, 19 feet by 30 feet by 20 feet high, frame structure painted white with large doors at north and south ends.
- (16) Judith Landing Post Office: Section 26; ca. 1872; one story, 17 feet 6 inches by 23 feet by 13 feet high, large pine logs with dovetailed notched corners, door faces north, blocked in window faces south.
- (17) First PN Ranchhouse: Section 26; ca. 1884; one story pine log cabin with sod roof and dovetailed notched corners measuring 18 feet by 32 feet. Built by G. R. (Bill) Norris about the time he became manager of the T. C. Power trading post here in 1884.
- (18) Second PN Ranch House: Section 26; ca. 1900, one story, 3 room frame structure measuring 18 feet by 40 feet with a porch on the west side. Moved about 100 feet southeast of original site. Built by Bill Norris about the time he was married.
- (19) Third PN Ranchhouse: Section 26; ca. 1906, 2 story "bungalow" type frame structure, 50 feet by 60 feet, 15 rooms with large porch on west side. Built for Bill Norris about the time he became a partner with T. C. Power.

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- (20) Judith Landing School House: Section 27; ca. 1900, one story, whitewashed, hewn log building with dovetailed, notched corners and shingled roof, later used as bunkhouse for the PN Ranch.
- (21) PN Ranch Rootcellar: Section 27; ca. 1900, small cottonwood log structure.
- (22) Mat. Duncan Grave: Section 36; April 2, 1881, a sandstone headstone and picket fence once marked the grave of this eastern "dude" killed by Indians, but both were removed in the 1960's.
- (23) Clagett Hill: Section 36; 1860's; military and freight road.
- (24) PN Cable Ferry Site: Section 26; ca. 1880-1908, established by the T. C. Power Company, washed out by flood in 1908.
- (25) Lohse Cable Ferry: Section 25; 1923-present, small ferry run by tractor motor established by the Lohse family, now under county ownership.
- (26) Lewis and Clark Expedition Camp of May 28, 1805: Section 25; opposite the mouth of Dog Creek which they named Bull Creek.
- (27) Flathead-Blackfeet 1846 Negotiation Site: Section 25; September 13, 14, 1846.
- (28) Stevens' 1855 Treaty Site: Section 25; October 16, 17, 1855.
- (29) Council Island: Section 25/30; landmark.
- (30) Birch (Thompson's) Creek: Section 20; Lewis and Clark landmark.
- (31) Holmes Rapids: Section 20; minor steamboat obstacle.
- (32) Holmes Council Islands: Sections 21, 28; landmark.

8 SIGNIFICANCE

PERIOD		AREAS OF SIGNIFICANCE -- CHECK AND JUSTIFY BELOW			
☒ PREHISTORIC	☒ ARCHEOLOGY-PREHISTORIC	☐ COMMUNITY PLANNING	☐ LANDSCAPE ARCHITECTURE	☒ RELIGION	
☐ 1400-1499	☒ ARCHEOLOGY-HISTORIC	☐ CONSERVATION	☐ LAW	☐ SCIENCE	
☐ 1500-1599	☒ AGRICULTURE	☐ ECONOMICS	☐ LITERATURE	☐ SCULPTURE	
☐ 1600-1699	☒ ARCHITECTURE	☐ EDUCATION	☒ MILITARY	☐ SOCIAL/HUMANITARIAN	
☐ 1700-1799	☐ ART	☐ ENGINEERING	☐ MUSIC	☐ THEATER	
☒ 1800-1899	☒ COMMERCE	☒ EXPLORATION/SETTLEMENT	☐ PHILOSOPHY	☒ TRANSPORTATION	
☒ 1900-	☐ COMMUNICATIONS	☐ INDUSTRY	☐ POLITICS/GOVERNMENT	☐ OTHER (SPECIFY)	
		☐ INVENTION			

SPECIFIC DATES N.A.

BUILDER/ARCHITECT N.A.

STATEMENT OF SIGNIFICANCE

The Judith Landing Historic District is one of the few areas that encompass all the threads of the major themes of man's history on the plains of Montana--the prehistoric and historic aboriginal cultures, whiteman's exploration, the fur trade, the steamboat era on the river highways, the collision of white expansion with the Indians last stronghold and the resultant military occupation, and finally, the establishment of permanent white settlements, the range-cattle industry and farming.

The entire district is a vast laboratory for geological, paleontological, and archaeological investigations. Formations found in this area have lent their names to the geologic vocabulary (Judith River Formation, Clagett Shale). cursory investigations extending from Professor Hayden's finds of dinosaur teeth in 1856 through Dr. Leslie Davis' work in 1975 have yielded important discoveries of prehistoric and historic cultural and natural artifacts. Dr. Davis' party located evidence of the first known use of domestic dogs for food in Montana nearby.

Early explorers and fur trappers mentioned that Indians used the area as a seasonal campsite. It is known that at the councils of 1846 and 1855, the entire district was covered by the lodges of more than 15,000 Indians. Flakes, iron and stone arrowheads, and other artifacts have been found by local ranchers who recount that as late as 50 years ago Indians would lay their dead on the bluffs north of Council Island wrapped in bright lengths of calico purchased with animal skins at the PN Warehouse/Store. Archaeologists have identified the entire district as prime area in need of extensive testing and excavations, as only one prehistoric occupation site has been tested to date.

The first white men to see the area were with the Lewis and Clark Expedition who camped across from Dog Creek on May 28, 1805. The expedition might have come to an end that night as the Journal describes how Lewis' dog saved his and Clark's lives when a frightened bull buffalo almost ran over them as they slept. Because of this incident, they named the creek "Bull Creek". The following day they named the Judith River after Julia Hancock of Virginia, who later became Clark's wife. The expedition also identified both recent and older Indian campsites and named Thompsons Creek (Birch Creek) and Ash Rapids (Deadman Rapids) for the trees growing on the banks which have all since been cut as steamboat fuel.

Clark's name for these rapids was later given the name Drowned Men (now "Deadman Rapids) during the disastrous smallpox epidemic which swept the Missouri Indian tribes in 1837. The dread disease had broken out on an American Fur Company steamer bringing the annual supply of trade goods from St. Louis to Fort Clark in the Dakotas. Alexander Harvey was in charge of getting the annual shipment

(see continuation sheet, item #8)

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ITEM NUMBER 8

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from Fort Clark to Fort McKenzie near the Marias River. He attempted to ensure that his crew was free of the pox, but once underway it broke out again on board. Harvey stopped at the mouth of the Judith and sent word on upriver to Alexander Culbertson at Fort McKenzie. Fearing the consequences if the disease should reach the Fort, where large numbers of Blackfeet were awaiting the arrival of the goods, Culbertson decided that Harvey should stay at the Judith until the disease had run its course. The Blackfeet were angry with this decision, and Culbertson, finally giving in to their threats, dispatched two canoes and six men downriver to help Harvey bring in the shipment. In attempting to run the rapids above the Judith, one canoe capsized and all four men aboard were drowned. Hence the name Drowned Men Rapids.

Towards the end of July, 1837, Harvey and his crew arrived at Fort McKenzie; two of his men died shortly thereafter but the Indians, undeterred, insisted on trade as usual, then departed. Culbertson's fear of the consequences proved correct; Indians didn't appear at the Fort for months, and scouts later found entire camps and thousands of Blackfeet dead from the pox imported to Montana via the Judith Landing.

By 1844, Francis A. Chardon and Alexander Harvey were in charge of the booming fur trade at Fort McKenzie. In February, Chardon and his men massacred a party of Blackfeet who had come to trade. The effectiveness of the trading post was seriously damaged as the embittered Indians would not bring in their goods. Chardon made the decision to abandon the post and to build another further down the Missouri, on a site opposite the mouth of the Judith which he named Fort Chardon. The enmity of the Indians and the fact that this fort was not near their prime hunting grounds precluded success. Chardon was replaced in 1845 by Alexander Culbertson, who burned Fort Chardon to pacify the Indians and built Fort Lewis which was relocated in an ideal location and renamed Fort Benton. Francis Chardon and Fort Chardon thus played an important part in the series of events which led to the establishment of the great trading center of Fort Benton, now a National Historic Landmark.

The traditional enmity between the Blackfeet and Flathead tribes during the 1840's made them easy prey for the Crow nation, which was being pushed slowly into the formers' territory by the westward advance of white settlement. On September 13 and 14, 1846, during a grand council arranged by Father Pierre Jean de Smet, the Blackfeet and Flathead agreed for the first time in history to end their quarrels with each other, and present a united front against the Crow. In celebration of the event, de Smet conducted mass on the large plain across from the Judith "in a beautiful cotton grove" surrounded by some 2,000 lodges of Blackfeet and Flathead Indians.

In 1855, this location witnessed a second meeting unmarked by battle. In that year, the U.S. Government sponsored a survey headed by Isaac S. Stevens from the

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Mississippi River to the Pacific Ocean to determine the best route for a railroad. Stevens was also charged with establishing peaceful relations with the Indians through councils and treaties in order to safeguard future exploration, surveying and settlement.

The council was to be at Fort Benton but delays forced Stevens to use the area at the mouth of the Judith since it had all the requirements (water, forage, space, wood) to support large gatherings of people. Stevens' head boatman, Holmes, established a camp and unloaded gifts for the Indians downstream from the council site. The lodges and horses of an estimated 11,500 Blackfeet, 2,500 Nez Perce and 2,000 Flathead occupied the rest of the entire valley. After 10 days of negotiation, the first U.S.-Indian treaty in Montana (which defined the limits of the Blackfeet territory, established the first Blackfeet agency at Fort Benton and permitted the whites to cross, live in and farm on their territory) was celebrated by the exchange of gifts.

This pacification treaty paved the way for large-scale white expansion to inland Montana. The first steamboat arrived in Fort Benton in 1859 and with the discovery of the Montana gold fields in the 1860's, the Missouri became the major highway for the transportation of people and goods to the interior and was the "backbone of economic development" of the entire northwest for several decades.

The Judith became a convenient stop for steamboat traffic since it possessed a plentiful supply of wood. Steamboat captains would buy wood here from "woodhawks", as the suppliers were called, before attempting Deadman Rapids.

In the mid-1860's, responding to the rising clamours of traders and shipping companies, the U.S. Government decided to protect the vital Missouri River route to the interior by the establishment of military posts. Although the region lacked any vestige of settlement at the time, Sioux Indians had attacked passing steamers. So in 1866, Congress authorized the first permanent military post in Montana. It was built at the mouth of the Judith and named Camp Cooke.

At first, Montanans showed great interest in the post and on July 17, 1866, Acting Territorial Governor Thomas Meagher visited the site. However, Camp Cooke seemed doomed from the beginning. In addition to a less than logical location, the fort was garrisoned by infantry rather than cavalry which would have been more suited to fighting the mounted Plains Indian. For the first two years of its existence (1866-1868) Camp Cooke in fact protected nothing but itself, although from 1868 until its abandonment in 1870 the Camp was the scene of a number of skirmishes with the Sioux. By then, however, morale at Camp Cooke was disastrous, stemming from its isolated location and from the rodent-infested buildings. The post was finally abandoned in 1870 after Fort Shaw and Fort Benton were in operation.

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The presence of Camp Cooke and the steamboat landing and woodstop encouraged permanent settlement at Judith Landing. In 1869, T. C. Power established a small trading post called Fort Clagett after William H. Clagett who owned the land and was a delegate to Congress. The post was just outside the military reservation three-fourths of a mile upstream on the Missouri from the Judith River. Power took full advantage of the military and steamboat trade. When the military left, Power acquired what they left behind and continued on the same location until 1872, when the trading post was moved to a point one-fourth mile downstream of the Judith. The new Fort Clagett was more convenient to the river crossing; here at the Judith was the only safe ford for miles up or down the Missouri. As the region became settled, travelers, cattle, freight and stages came more frequently, using the road built by the soldiers of Camp Cooke which climbed the steep and tortuous Clagett Hill. In 1872, Fort Clagett was designated post office for the area, with Abel Quaintance serving as the first postmaster.

Within a decade, Fort Clagett had been renamed Judith Landing and T. C. Power & Brothers, Co., was building an enormous stone warehouse/store to house the 1,000 lbs. of beans, 101 coffeepots, twelve tons of oats and other items listed in their inventory of 1882. In addition to its own cattle interests, Power was going into the sheep business. By 1884, his manager and eventual partner, G. R. "Bill" Norris, was making plans to construct shearing sheds for 20,000 sheep. Mail was arriving regularly on Saturdays and Tuesdays; the stage horses were pastured across the Missouri on land still known as the "stage pasture"; and the PN Cable Ferry was established to cross the Missouri from the pasture to the PN Warehouse/Store. Power, by 1885, owned a warehouse, saloon, hotel, stable, blacksmith shop, stone store and various outbuildings--indications of a busy community.

Judith Landing became a small "cow town" with its own share of incidents typical of the open range era of the 1880's. In 1881, a steamboat passenger from New York named Mat Duncan stepped off the boat, announced his intention to shoot himself a redskin and marched off south of town. He didn't return, and a search party found him scalped, face down in the sagebrush. They buried him where they found him, and his grave can still be seen in the shadow of Clagett Hill.

Bill Norris also had some problems as manager and part owner of the Power-Norris interests. Power's son recalled a time before Norris' marriage when rustlers ran off one night with 10 or 12 horses. Norris and a Texan friend managed to catch the horse thieves and shackled them to a post in Norris' cabin. The rustlers got loose, firmly chained Norris and the Texan to the same post, took their horses and the stolen horses, and were never heard of again.

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The general growth and success of the Power-Norris ranch (P-Lazy-N) is reflected in Norris' houses, all of which remain standing. He first built a one-room log cabin, then graduated to a three-room frame building with porch, and finally was able to build an elaborate 15-room home in about 1906.

-At the same time another prominent businessman, I.G. Baker, became interested in the Judith Landing and had a buffalo hunter named Todd homestead on the north bank of the Missouri for him. In the 1880's, he constructed the first irrigation dikes in the region and the land has produced huge quantities of hay and food crops since then.

Today, the PN and other ranches are still in operation although the ownership has changed. The river crossing here retains its importance as the only one for miles around, and is still served by a small ferry. The present one was started by the Lohse family in 1923 and is located downstream from the PN ferry site. The Judith Landing has remained relatively untouched by the events of the past 70 years. Its heyday is past, the buildings weather with age, and slowly crumble into the river as the Missouri takes its toll every spring.

New threats loom on the horizon, however, as the county is planning a major bridge here, and the entire area would be innundated by the proposed construction of High Cow Creek dam. Improved access or a recreational lake foretells of future subdivisions, motorboats and transistor radios. But to the person lucky enough to float quietly by the Judith Landing today, the remains of history are clear for all to see.

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	<u>Zone</u>	<u>Easting</u>	<u>Northing</u>
A	12	597620	5289630
B	12	597590	5284750
C	12	604150	5284950
D	12	604130	5287220
E	12	608640	5288320
F	12	608640	5288620
G	12	607810	5288920
H	12	607930	5290130
I	12	604040	5290040
J	12	604060	5289750

of Sections 33, 34, 35, and 36 to the southeast corner of Section 36(C).

At this point, the boundary runs north along the eastern boundary of Sections 36 and 25 crossing Dog Creek Valley, then turns east again at the Missouri River (D) running along the south bank to a point directly south of the downstream point of lower Holmes Council Island (E).

The boundary then crosses the Missouri River and runs westerly (F) along the north bank to a point at the intersection of the eastern boundary of section 20 and a slough below Birch Creek Hill (G). At this point, the boundary runs north along the eastern boundary of Section 20, then turns west at the northeast corner of Section 20(H). The boundary runs west along the northern boundaries of sections 20 and 19 and includes the mouth of the Birch Creek Valley and the lowest bluffs of Chase Hill. The boundary then jogs to the south at the northwest corner of Section 19(I) then runs west (J) across the flats at the base of Johnson Hill along the north boundaries of Sections 24, 23, 22 and 21 to the point of beginning (A).

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TYPE ALL ENTRIES -- ENCLOSE WITH MAP

1 NAME

HISTORIC Judith Landing Historic District

AND/OR COMMON
Judith Landing

2 LOCATION

CITY, TOWN

Winifred

☒ VICINITY OF

COUNTY

Chouteau/Fergus

STATE

Montana

3 MAP REFERENCE

SOURCE U.S.G.N., T. 1. Range, Montana Quadrangle

SCALE

1:24,000

DATE

1954

4 REQUIREMENTS

TO BE INCLUDED ON ALL MAPS

1. PROPERTY BOUNDARIES
2. NORTH ARROW
3. UTM REFERENCES

GPO 892-452

INT 12427-74

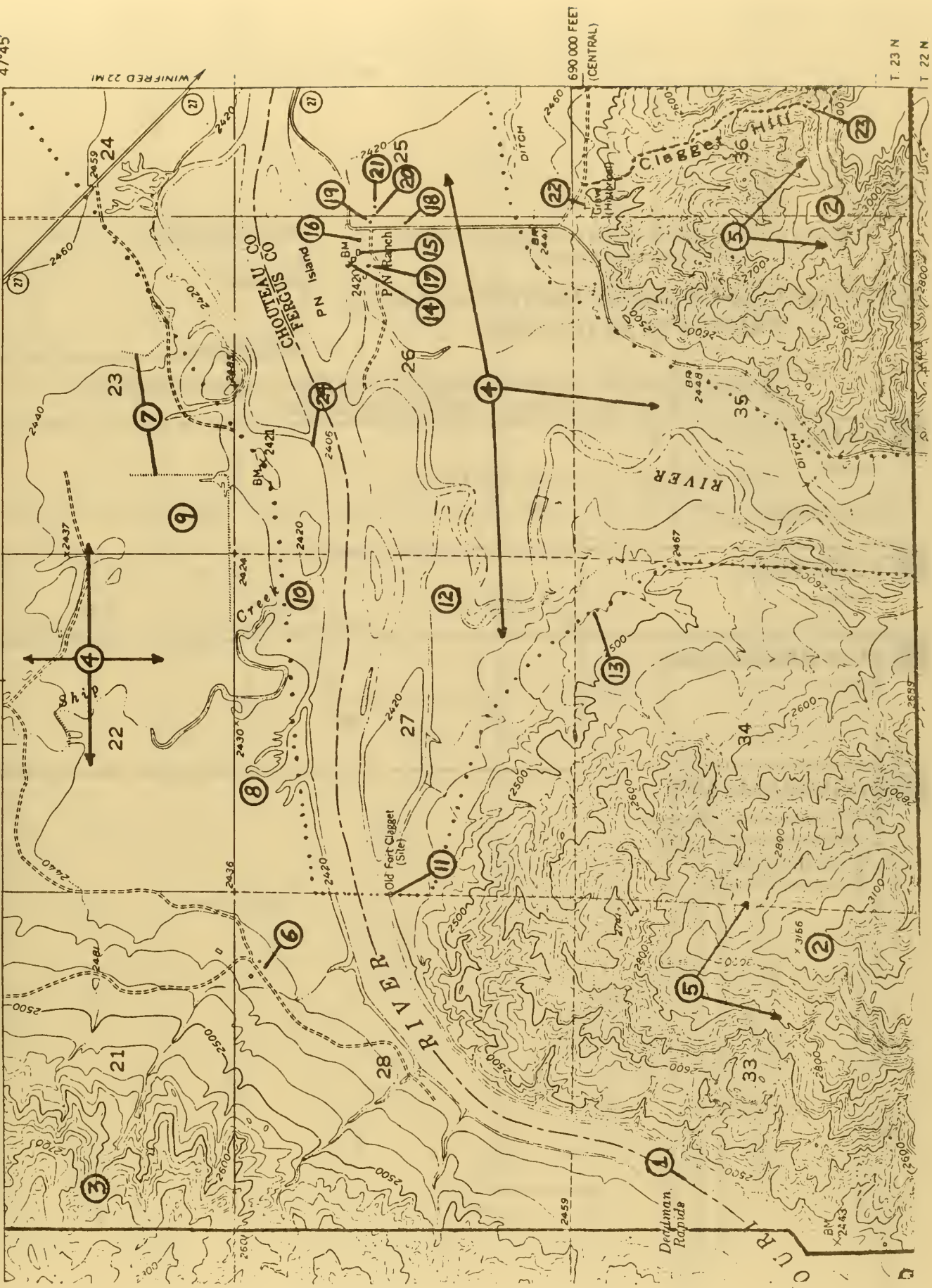
P N RANCH QUADRANGLE MONTANA 7.5 MINUTE SERIES (TOPOGRAPHIC)

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608640/5288320, F 12/608640/5288620, G 12/
607810/5288920, H 12/607980/5290130, I 12/
604040/5290040, J 12/604060/5289750.

109°37'30"
47°45'

1 960 000 FEET (CENTRAL)

1 960 000 FEET (CENTRAL)



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☒ VICINITY OF

COUNTY

Chouteau/Fergus

STATE

Montana

3 MAP REFERENCE

SOURCE U.S.G.S. 7.5 Minute, Montana Quadrangle

SCALE 1:24,000

DATE 1964

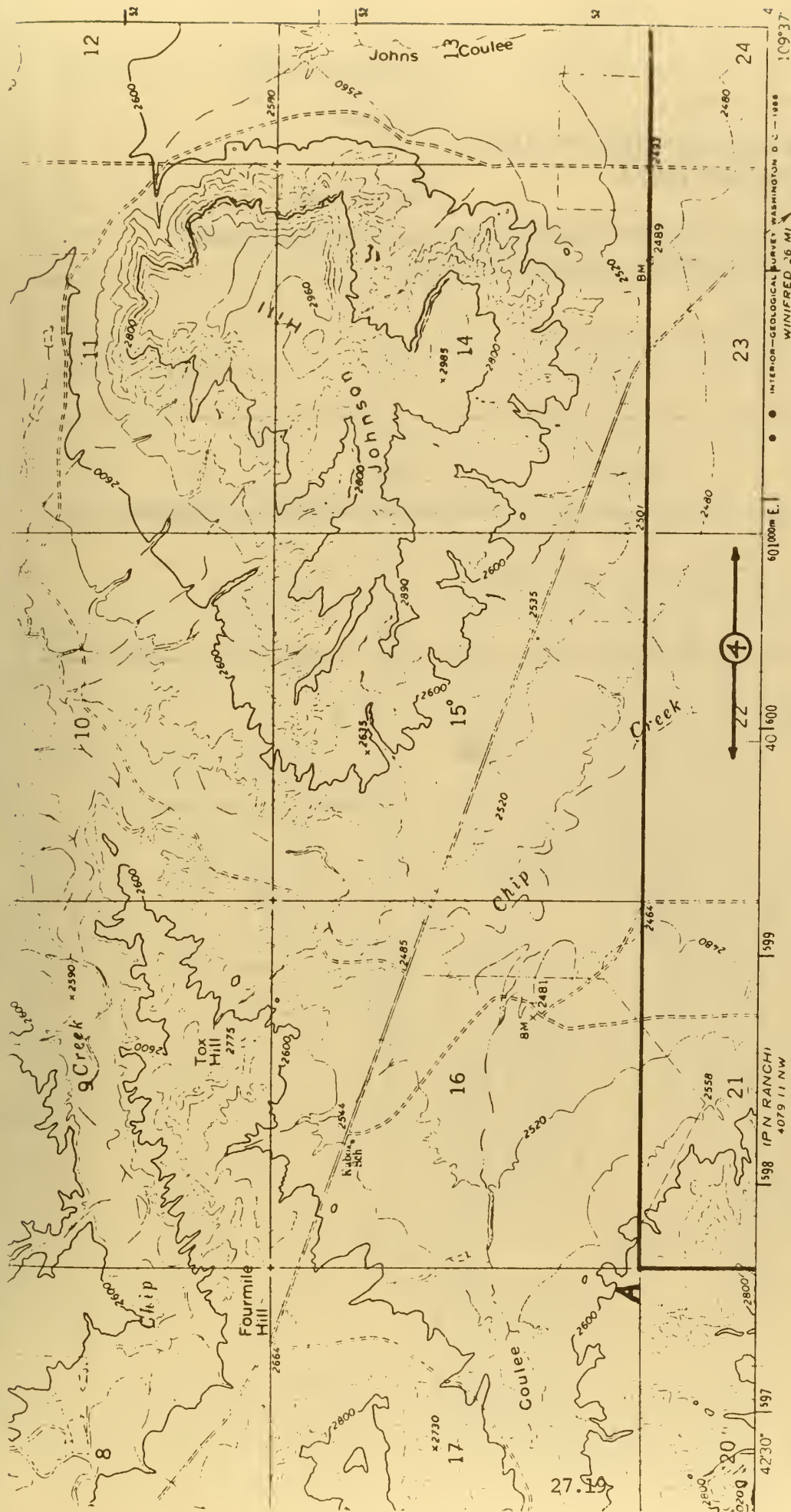
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Judith Landing Historic District. Vicinity of
Winifred, Montana. UTM references: A 12/
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607910/5288920, H 12/607980/5290130, I 12/
604040/5290040, J 12/604060/5289750.

QUADRANGLE LOCATION

PIGTAIL COULEE, MONT
N4745-W10937 5/7 5

1964

AMS 4079 I SW - SERIES V894

THIS MAP COMPLIES WITH NATIONAL MAP ACCURACY STANDARDS
FOR SALE BY U.S. GEOLOGICAL SURVEY, DENVER, COLORADO 80225, OR WASHINGTON, D. C. 20242
A FOLDER DESCRIBING TOPOGRAPHIC MAPS AND SYMBOLS IS AVAILABLE ON REQUEST

SCALE 1:24000

CONTOUR INTERVAL 40 FEET
DOTTED LINES REPRESENT 20 FOOT CONTOURS
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Winifred

___ VICINITY OF

COUNTY

Chouteau/Fergus

STATE

Montana

3 MAP REFERENCE

SOURCE U.S.G.S. 7.5 Minute Map, Montana Quadrangle

SCALE 1:25,000

DATE 1964

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2. NORTH ARROW
3. UTM REFERENCES

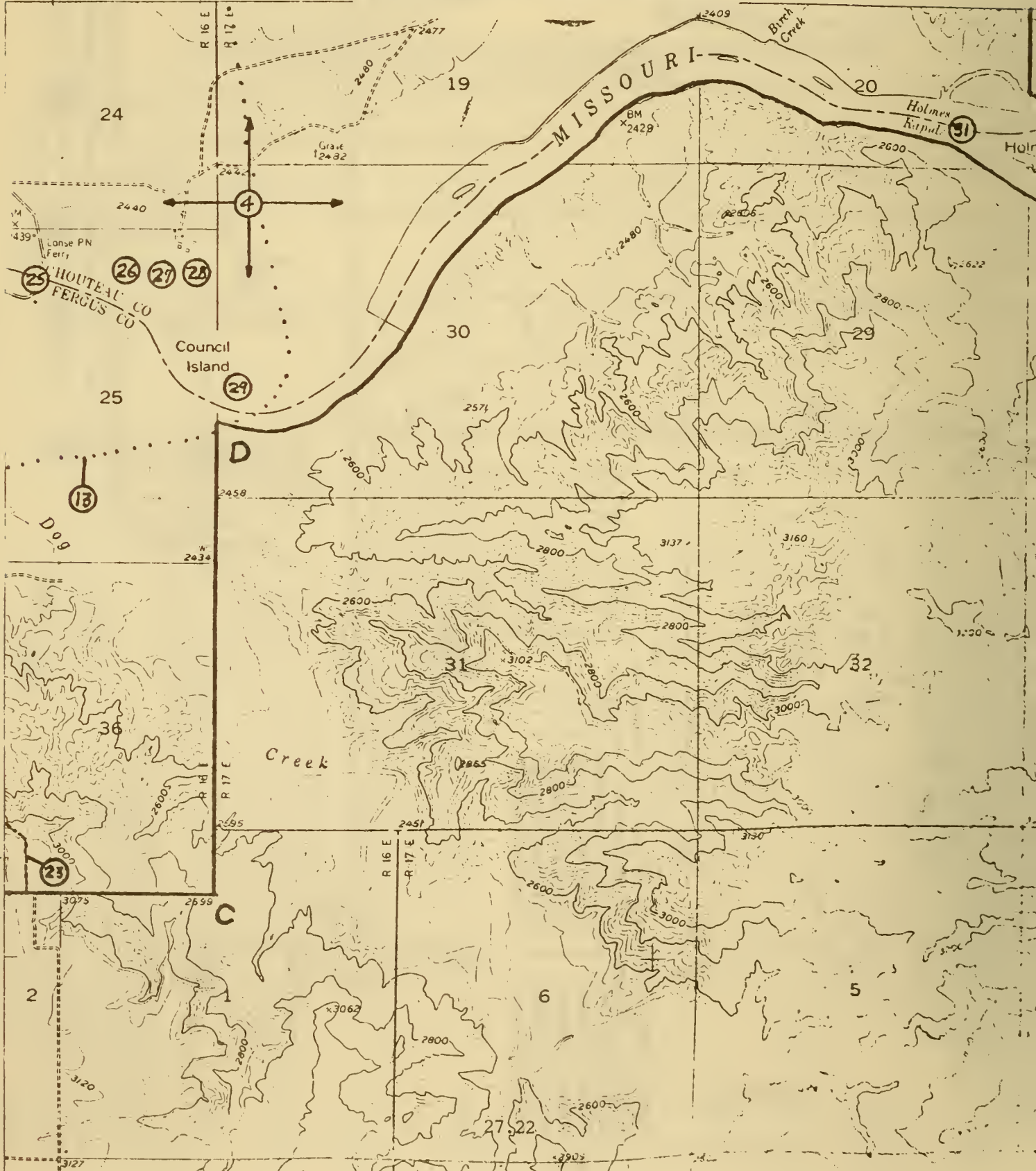
GPO 892-452

INT 12427-74

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Winifred, Montana. UTM references: A 12/
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607810/5288920, H 12/607980/5290130, I 12/
604040/5290040, J 12/604060/5289750.

UNITED STATES
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GEOLOGICAL SURVEY

17°30' 1970 000 FEET (NORTH)



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1954

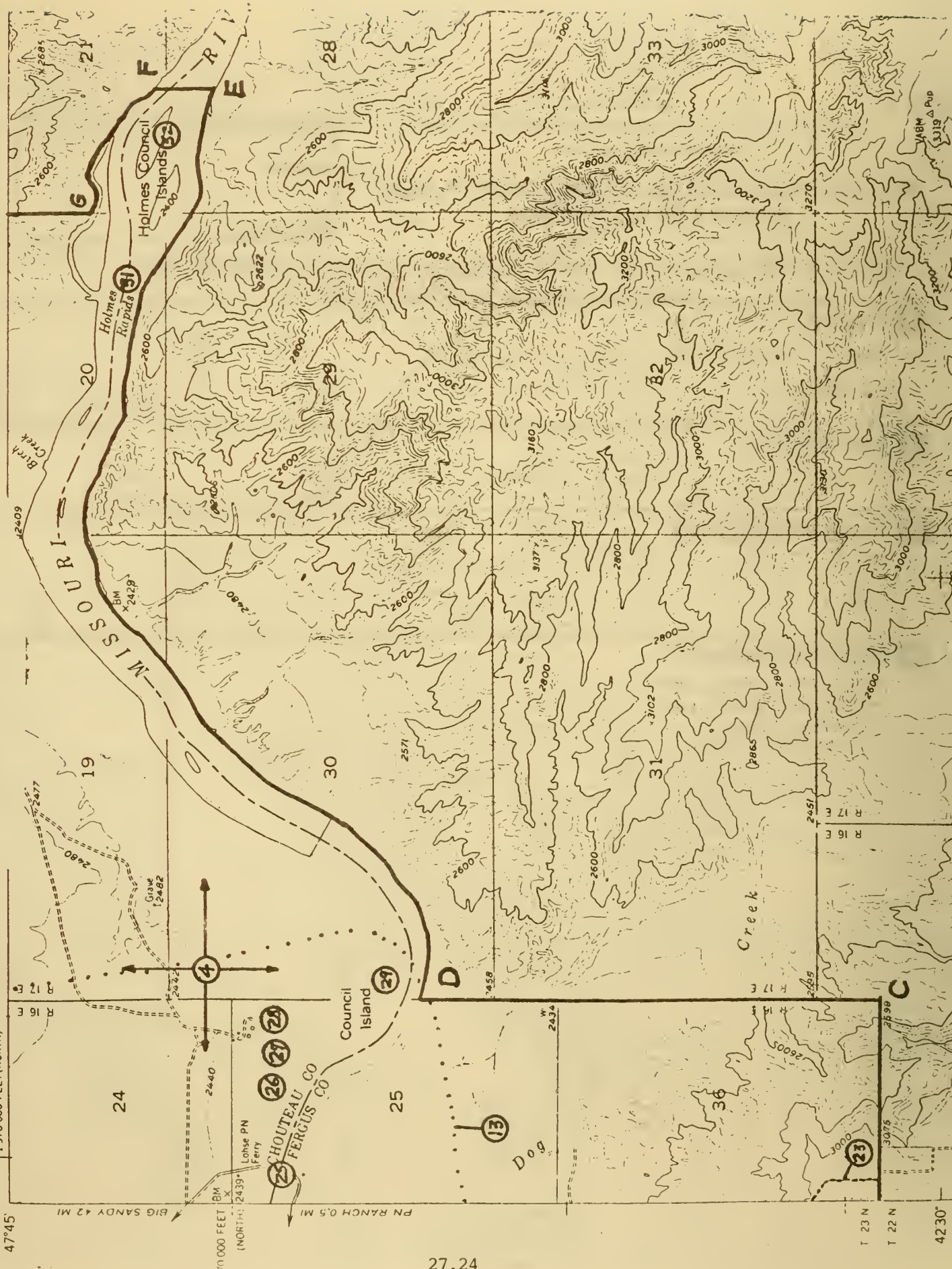
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GPO 892-452

INT:2427-74



SENATE JOINT RESOLUTION NO. 36

INTRODUCED BY MANNING, KOLSTAD, DOVER, STEPHENS

A JOINT RESOLUTION OF THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA CALLING FOR A JOINT FEDERAL-STATE-LOCAL COMMITTEE TO FORMULATE A PLAN FOR A BRIDGE ACROSS THE MISSOURI RIVER IN THE VICINITY OF WINIFRED, MONTANA.

WHEREAS, the Congress has included the Missouri Breaks within the National Wild and Scenic Rivers System, to be managed as a federal recreation area with special multiple-use provisions; and

WHEREAS, the Congress specifically provided, in section 203(d) of the enabling legislation, Public Law 94-486, that a bridge may be built across the Missouri River between Winifred and Big Sandy if such bridge is constructed in accordance with a plan which is mutually acceptable to the Secretary of the Interior and to the Montana Highway Commission and the governing bodies of Chouteau and Fergus Counties and is consistent with the purposes of the Wild and Scenic Rivers Act; and

WHEREAS, it would be in the public interest to construct a bridge across the Missouri on the Winifred-Big Sandy Road; and

REFERENCE BILL

WHEREAS, it is essential that state and local highway officials confer with Department of the Interior officials to ascertain the position of the Department as to appropriate design of the bridge, including recreational access considerations and appropriate jurisdiction over the bridge, in order to formulate the plan required by section 203(d) of Public Law 94-486.

NOW, THEREFORE, BE IT RESOLVED BY THE SENATE AND THE HOUSE OF REPRESENTATIVES OF THE STATE OF MONTANA:

That the Director of the Montana Department of Highways is instructed to invite representatives of the Secretary of the Interior and Fergus and Chouteau Counties to join with him in forming a federal-state-local Winifred Bridge Planning Committee, to formulate a plan for the design, construction, funding, and jurisdiction of a bridge across the Missouri River between Winifred and Big Sandy.

-End-

AMENDMENT TO THE WILD AND SCENIC RIVERS ACT

Public Law 94-486
94th Congress, S. 1506
October 12, 1976

AN ACT

To amend the Wild and Scenic Rivers Act, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—FLATHEAD, MONTANA

SECTION 101. Section 3(a) of the Wild and Scenic Rivers Act (82 Stat. 906; 16 U.S.C. 1271 et seq.) is amended by adding the following new paragraph at the end thereof:

“(13) FLATHEAD, MONTANA.—The North Fork from the Canadian border downstream to its confluence with the Middle Fork; the Middle Fork from its headwaters to its confluence to the South Fork; and the South Fork from its origin to the Hungry Horse Reservoir, as generally depicted on the map entitled ‘Proposed Flathead Wild and Scenic River Boundary Location’ dated February 1976; to be administered by agencies of the Departments of the Interior and Agriculture as agreed upon by the Secretaries of such Departments or as directed by the President. Action required to be taken under subsection (b) of this section shall be taken within one year from the date of enactment of this paragraph. For the purposes of this river, there are authorized to be appropriated not more than \$6,719,000 for the acquisition of lands and interests in lands. No funds authorized to be appropriated pursuant to this paragraph shall be available prior to October 1, 1977.”.

TITLE II—MISSOURI, MONTANA

SECTION 201. Section 3(a) of the Act is further amended by adding at the end thereof the following new paragraph:

“(14) MISSOURI, MONTANA.—The segment from Fort Benton one hundred and forty-nine miles downstream to Robinson Bridge, as generally depicted on the boundary map entitled ‘Missouri Breaks Freeflowing River Proposal’, dated October 1975, to be administered by the Secretary of the Interior. For the purposes of this river, there are authorized to be appropriated not more than \$1,800,000 for the acquisition of lands and interests in lands. No funds authorized to be appropriated pursuant to this paragraph shall be available prior to October 1, 1977.”.

SECTION 202. After consultation with the State and local governments and the interested public, the Secretary shall, pursuant to section 3(b) of the

Wild and Scenic Rivers Act and within one year of enactment of this Act—

(1) establish detailed boundaries of the river segment designated as a component of the National Wild and Scenic Rivers System pursuant to section 1 of this Act (hereinafter referred to as the “river area”); *Provided*, That the boundaries of the portion of the river area from Fort Benton to Coal Banks Landing and the portion of the river area within the boundaries of the Charles M. Russell National Wildlife Range shall be drawn to include only the river and its bed and exclude all adjacent land except significant historic sites and such campsites and access points as are deemed necessary by the Secretary, and to which the Secretary finds no reasonable alternative, as set forth in the management plan required pursuant to clause (2) of this section; and

(2) determine, in accordance with the guidelines in section 2(b) of the Wild and Scenic Rivers Act, which of the three classes—wild river, scenic river, or recreation river—best fit portions of the river segment, designate such portions in such classes, and prepare a management plan for the river area in accordance with such designation.

SECTION 203. (a) The Secretary of the Interior (hereinafter referred to as the “Secretary”) shall manage the river area pursuant to the provisions of this Act and the Wild and Scenic Rivers Act, and in accordance with the provisions of the Taylor Grazing Act (48 Stat. 1269), as amended (43 U.S.C. 315), under principles of multiple use and sustained yield, and with any other authorities available to him for the management and conservation of natural resources and the protection and enhancement of the environment, where such Act, principles, and authorities are consistent with the purposes and provisions of this Act and the Wild and Scenic Rivers Act.

(b) (1) The Secretary may acquire land and interests in land only in accordance with the provisions of this Act and the Wild and Scenic Rivers Act and the limitations contained in section 6 of that Act and only: (A) at Fort Benton for the visitor facility as provided in subsection (g) (2) of this section; (B) at the site of Fort McKenzie; (C) in that portion of the river area downstream from Fort Benton to Coal Banks Landing for historic sites, campsites, and access points in accordance with section 202 (1) of this Act; and (D) in that portion of the river area downstream from Coal Banks Landing so as to provide, wherever practicable and necessary for the purposes of this Act and the Wild and Scenic Rivers Act, rim-to-rim protection for such portion.

(2) In accordance with section 6(b) of the Wild and Scenic Rivers Act, the Secretary shall not acquire fee title to any lands by condemnation under the authority of that Act or this Act, except that the Secretary may use condemnation when necessary and within the limitations on acquisition set forth in clause (1) of this subsection to clear title, acquire scenic easements, or acquire such other easements as are reasonably necessary to give the public access to the river segment within the river area and to permit its members to traverse the length of said river area or of selected portions thereof.

(3) The Secretary shall, to the extent feasible, give priority in expenditure of funds pursuant to this Act for the acquisition and development of campsites and historic sites, including the site of the visitor center at Fort Benton and the site of Fort McKenzie.

(c) Consistent with the provisions of this Act and the Wild and Scenic Rivers Act, the Secretary may issue easements, licenses, or permits for rights-of-way through, over, or under the lands in Federal ownership within the river area, or for the use of such lands on such terms and conditions as are in accordance with the provisions of this Act, the Wild and Scenic Rivers Act, and other applicable law.

(d) The Secretary is authorized to permit the construction of a bridge across the river in the general vicinity of the community of Winifred, Montana, in order to accommodate the flow of north-south traffic. Such construction shall be in accordance with a plan which is mutually acceptable to the Secretary and State and local highway officials, and which is consistent with the purposes of this Act and the Wild and Scenic Rivers Act.

(e) To the extent and in a manner consistent with the purposes of the Wild and Scenic Rivers Act the Secretary shall permit such pumping facilities and associated pipelines as may be necessary to assure the continuation of an adequate supply of water from the Missouri River to the owners of lands adjacent to the river and for future agricultural use outside the river corridor. The Secretary is authorized to permit such pumping facilities and associated pipelines for use for fish, wildlife, and recreational uses outside the river corridor.

(f) The Secretary shall permit hunting and fishing in the river area in accordance with applicable Federal and State laws, except that he may designate zones where, and periods when, no hunting and fishing shall be permitted for reasons of public safety or administration.

(g) (1) The Secretary, acting through the Bureau of Land Management, shall exercise management responsibilities in the river area for:

(A) the grazing of livestock;

(B) the application of the United States mining and mineral leasing laws;

(C) the management of fish and wildlife habitat;

(D) the diversion and use of water for agricultural and domestic purposes;

(E) the acquisition of lands and interests therein;

(F) the administration of public recreational uses of, and any historic sites and campsites in, the river area; and

(G) all other management responsibilities except those set forth in paragraph (2) of this subsection.

(2) The Secretary, acting through the National Park Service, shall be responsible for the construction, operation, and management of any visitor facility in or near Fort Benton which is found necessary in accordance with the management plan developed pursuant to section 202

Montana Division
Federal Office Building
301 S. Park, Drawer 10056
Helena, Montana 59601

October 25, 1978

HEB-MT

Louis S. Wall, Asst. Director
Advisory Council on Historic Preservation
P. O. Box 25085
Denver, Colorado 80225

Dear Mr. Wall

Subject: Montana RS 236-1(1)49 Bridge & Approaches
Lohse - P.N. Ferry

Attached is a proposed Memorandum of Agreement concerning the Winifred Bridge and approaches which was drafted at the September 6 meeting on the above referenced project. In attendance were Federal and State highway personnel; Edrie Vinson, State Historian from the Montana Historic Preservation Office; Bob Stewart of the Heritage Conservation and Recreation Service; and a representative from your office, Mr. Brit Storey.

The Memorandum of Agreement has been signed by the State Historic Preservation Office, the Montana Department of Highways and our office.

Thank you for your cooperation in this matter.

Sincerely yours,

W.S. Dunbar/s/

H. N. Stewart
Division Administrator

Attachment

cc. State 33-SCK/PLV ✓

WSDunbar/jem

MEMORANDUM OF AGREEMENT

Undertaking

The Montana Department of Highways and the Federal Highway Administration propose the construction of a Federal-Aid Secondary project in the vicinity of the Lohse-P.N. Ferry crossing of the Missouri River northwest of Winifred, Montana. The undertaking would involve replacing the ferry with a new highway bridge and approaches. The initial construction is to be a gravel surface, and the approaches will be designed to accommodate a future 28 ft. paved top. Bridge design is 31.5 ft. face of curb to face of curb.

The project transects the Judith Landing Historic District in Chouteau and Fergus Counties, Montana, a property listed in the National Register of Historic Places. This area is also designated "recreational" within the Missouri Wild and Scenic River Act (Public Law 94-486; 90 Stat. 2327; 16 U.S.(1274), which allows for the construction of a bridge in that area.

Alternatives

1. No Action. Due to its high rate of unreliability, particularly during the winter months and late summer season, the somewhat antiquated ferry operation is not a dependable form of transportation. Non-operation of the ferry in this remote area entails a 158 mile detour route.
2. Alignments. In considering alternate alignments, the choices were narrowed down to lines A, B, and P. Line P was eliminated because of the hydrologic problems encountered in crossing the Missouri River just downstream from

the confluence of the Judith River. A cost of approximately \$2.5 million would make it imprudent as well compared with \$1.6 million for A and \$1.8 million for B.

Line B would reduce impact to fields irrigated as a result of the 1884 Desert Land Treaty. However, the present irrigation system was implemented after many modifications were made by members of the P.N. Ranch Association and it has lost some of its integrity as an historic resource. In addition, line B would section the fields such that irrigation and crop cultivation would be impeded while line A would retain the irrigation system and could actually enhance it because of the extra stabilization required for the Dog Creek Channel near this alignment.

Line "A" is the most feasible route from an engineering standpoint, and because of its direct alignment would be better in terms of driver safety. Line "A" has the least impact on the historic district since it is located further away from the main portion of the historic buildings and would not impact any known archaeological resources as demonstrated by the testing performed by the University of Montana archaeological field crew.

Impacts

The proposed project adversely affects the Judith Landing Historic District in that it presents a visual and audible intrusion to the District and requires the use of 4(f) land in the form of a parkland leased by the Montana Department of Fish & Game.

Proposal

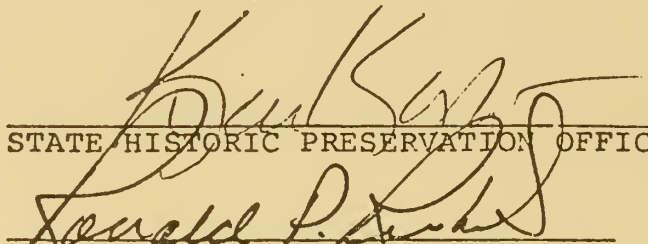
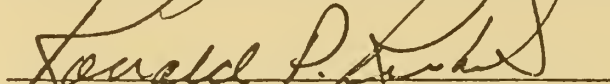
It has been determined that alternate alignment A would have the least impact on the Judith Landing Historic District and that it would not prove to be a significant visual intrusion to persons using the river for recreational purposes. The Montana Highway Department proposes to mitigate the adverse effects of the bridge and approach construction by the following measures:

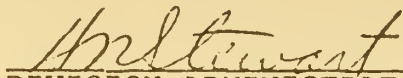
1. Proposed project will be designed and constructed to allow for the satisfactory perpetuation of the irrigation system in the affected fields.
2. Grade line will be kept low to minimize the visual impact of the road.
3. Slopes will be seeded in accordance with the plans, specifications and special provisions.
4. Department of Highways to make provisions for periodic on-site archaeological reviews during clearing, grubbing, and grading operations with the understanding that work will be halted if cultural material is uncovered.
5. Minimize cutting of trees for right-of-way as much as possible.
6. Plant cottonwood trees in gaps to maintain aesthetic quality of the rural setting.
7. Encourage preservation of the ferry by the Bureau of Land Management or any other public agency or group expressing interest in acquiring the ferry with the intention of displaying it as an historic resource of local significance.
8. Provide interpretive signs designed in cooperation with the State Historic Preservation Office for the benefit of the traveling public.

9. Give the Advisory Council on Historic Preservation an opportunity to comment in accordance with 36 CFR Part 800 on any future developments on Route 236 within the Judith Landing Historic District such as widening, or relocation.
10. As buried deposits have been reported in the cutbank of Dog Creek, an archaeological inspection will be undertaken prior to any rip rap or diversion projects. The SHPO and Advisory Council will be given an opportunity to comment.
11. The BLM is requested to attempt to locate the remains of the Lohse pump of site 24 CH 324 and determine the effect of the project on the site. The SHPO and Advisory Council will be given the opportunity to comment.

The FHWA will address the effects on the Lohse Ferry Cabin (24 CH 322) of any development of the northern terminus of the present ferry for a boat launching ramp and associated road improvement and the Advisory Council will be given the opportunity to comment in accordance with the Procedures.

12. Features of the bridge design will be developed in consideration of the nature and setting of the Judith Landing as an historic and recreational resource.


STATE HISTORIC PRESERVATION OFFICER

DIRECTOR, MONTANA DEPARTMENT OF
HIGHWAYS


DIVISION ADMINISTRATOR
FEDERAL HIGHWAY ADMINISTRATION

APPENDIX
B
CORRESPONDENCES

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To S. C. Kologi, P.E., Manager-Road Design Section

Date July 5, 1972

From L. B. Fox, P.E., Chief-Materials BureauSubject: RS-68 (6)
Study for Bridge Site
Northwest of WinifredINTRODUCTION

The area of the subject project includes the notable badlands and breaks topography of the Missouri River Drainage near the Lohse-PN Ferry. A preliminary Geologic Reconnaissance of the project area was made by Terry L. Yarger and Joseph W. Rankin of the Geology Section on June 5-7, 1972.

Geologic formations in the area include from the oldest to youngest, Colorado shale, Eagle, Claggett and Judith River, all cretaceous in age. Most roads or trails in this area which descend to the river bottoms from the farmed benchland, cross either the Colorado or Claggett shale formations. These formations are subject to many active slumps and older inactive landslides in this area.

More detailed geology can be obtained from the notes taken for this reconnaissance. In addition, 25 or more color slides were taken of major slides and geologic structures in this area.

Locations of the routes studied are illustrated on the accompanying topographic maps.

Seventy-Nine Road Alternate:

This location is presently a road providing access for ranchworkers to the 79 ranch in the Judith River Bottom, (Section 26, T.22N., R.16E). Traveling west, the Seventy-Nine road turn off from Secondary 236 is in the NW $\frac{1}{4}$, Section 32, T.22N., R.17E. For the first $\frac{1}{2}$ mile from the turn off, the road follows the sidehill of the small ridges and rolling topography of the edge of the benchland. Geologic units are brown clays, silts and sandstones of the Judith River formation.

It then follows the top of a main sandstone capped ridge. Several old slides are present in the Claggett Shale section, 40- feet below the ridge top, left and right of the road. From the ridge top the road starts a steep descent of approximately 600 feet for 1 mile to the Judith River floodplain crossing an outcrop section of Claggett shale. Near the river bottom some sparse gravels were noted in the shale section and a ranchworker said he obtained gravel nearby for local ranch projects. For the next $\frac{1}{2}$ mile the road follows the floodplain near the edge of the Claggett shale slopes. Here it turns north proceeding toward the 79 ranch approximately 1 mile ahead. From the ranch to its intersection with the PTW it traverses the floodplain of the Judith River except for a short portion approximately 1 mile north of the ranch. At this point it crosses a large slide block of sandstones and shales, (Judith River FM). This material apparently slid off the underlying shales which were undercut by a meander of the Judith River.

-more-

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To S. C. Kologi

Date July 5, 1972

From L. B. FoxSubject: RS-68 (6)
Study for Birdge Site
Northwest of Winifred

-2-

PTW - Reed's Hill:

From its intersection with the Seventy-Nine road, the PTW begins a steep ascent known as Reed's Hill to the benchland. Topography in the first half of the ascent is hummocky representing older failures and erosion in the large faulted block of Colorado shale which comprises Reed's Hill. The PTW, although crossing old slide material in this area, appears fairly stable. About 1 mile from the base of the hill is a well defined active slide in the cutslope to the right, (south), encroaching the PTW. Several active slides were also noted in the canyon to the left, (north).

Alternate North of Reed's Hill:

At the top of Reed's Hill, the PTW intersects a road going north which marks the beginning of the alternate north of Reed's Hill. This alternate descends a canyon paralleling and approximately 1 mile north of the PTW alignment at Reed's Hill. It follows the north wall of the canyon which is composed of steep sided, differentially weathered sandstones and shales of the Judith River formation with predominantly shale slopes near the base. The south wall of the canyon is the pine and juniper covered north slope of the block of Colorado shale crossed by the PTW. Some minor active slumping was noted in the lower slopes of the upper end of the canyon. Topography of the canyon bottom near the lower end is hummocky, characteristic of failing shale units. Near the mouth of the canyon the alternate swings to the north crossing some shale units and intersecting the PTW in the SE $\frac{1}{4}$, Section 3, T.22N., R.16E. This alternate would require large cuts and fills in the steep sided sandstone and shales of the Judith River formation, an undesirable condition from a materials standpoint. It would most likely cross or cut into some potential failure zones at both ends.

Birch Creek Hill Alignment:

The present trail north of the Missouri River connecting Secondary Route 236 with the Blaine County Roads north of Winifred consists of an old wagon road with several washed out bridges. Its approximate location is noted on the attached map. It is currently passable with a four-wheel drive vehicle, but only in dry weather.

Starting at the ranch in the SE $\frac{1}{4}$, NW $\frac{1}{4}$, Section 13, T.33N., R.17E., the trail crosses some relatively flat farmland at the edge of the benchland for approximately $\frac{1}{2}$ mile. For the next 1+ mile it follows the sides of steep sided ridges of shale and sandstone to a triangulation point known as Iron City.

-more-

STATE HIGHWAY COMMISSION OF MONTANA

To S. C. Kologi

Date July 5, 1972

From L. B. FoxSubject: RS-68 (6)
Study for Bridge Site
Northwest of Winifred

-3-

From here it turns northwesterly, following the narrow top of the steep sided sandstone and weathered shale ridges for 1+ mile before starting the descent to Birch Creek. Several hoodoos, pillars formed by differential weathering of horizontal strata, can be seen to the west before beginning the descent to Birch Creek. The descent to the valley floor $3/4^+$ mile away is accomplished by crossing a narrow northwesterly trending outcrop of Claggett shale. This outcrop appears to be slumping and sliding off the northeasterly dipping Eagle sandstone down the entire descent to Birch Creek. Upon reaching the valley floor, the trail turns to the southwest fording Birch Creek once before intersecting the road connecting Secondary 236 with the ranch in the $SE\frac{1}{4}$, $NE\frac{1}{4}$, Section 19, T.23N., R.17E. The stream bed at this point consists of silts, clays and partially buried sandstone boulders. The channel was dry at the time of this reconnaissance except for several potholes of water. The valley of Birch Creek is wide and fairly flat, the stream banks nearly vertical. No gravel deposits were noted near this alignment.

Bridge Site at the Lohse-PN Ferry Crossing:

The present ferry crossing near the PN Ranch is at a narrow more stable part of the Missouri River Channel, the channel both upstream and down being more divided and meandering. The river, according to the ferry boat tender, was up approximately 6 feet from normal or about 2 to 3 feet from the bank tops at both sides of the crossing at the time of this reconnaissance. From the north bank, the floodplain is fairly flat for 400^+ feet where the road climbs 25+ feet to a broad flat terrace level. From the south bank the floodplain is very flat rising gradually to the foot of the Badlands topography $3/4$ mile to the south. The alluvium near the river consists of weathered shales and silts with little gravel. Near the historic grave to the south, (northwest corner of Section 36, T.23N., R.16E.) several gravel deposits 25 to 30 feet thick have been used by local residents and might be suitable for concrete aggregate.

SUMMARY

The Claggett and Colorado shales crossed by roads in this area exhibit a history of slide activity. Failures in the Claggett are not easily recognized as individual slide masses because of slope changes by erosion. Individually failed masses in units of the Colorado shale apparently slide along a single failure arc and are more distinct. More recent and active failures are usually the result of construction activities. Any slope design for road projects through these shales should probably be based on the angle of natural slopes since slope steepening or any construction activity over the many ancient slide areas would result in renewed failures. Once an alignment is chosen a more detailed study of the old slide areas should be made.

INTER-DEPARTMENTAL MEMORANDUM

STATE HIGHWAY COMMISSION OF MONTANA

To S. C. Kologi

Date July 5, 1972

From L. B. Fox

Subject: RS-68 (6)
Study for Bridge Site
Northwest of Winifred

- 4 -

No seepage or spring areas were noted on any of the routes studied but particular attention should be given to good drainage. Slope stability at any angle could not be guaranteed unless proper steps were taken to keep water away from a road's foundation or backslopes in this area.

CONCLUSIONS

A geologic investigation of four alignments for the proposed bridge crossing on Secondary Route 236 north of Winifred were investigated. These alignments are characterized by many slide and slump areas in shales, clays and mudstones.

In any new road or improved road the cut and fill section should be kept to an absolute minimum, probably less than twenty feet maximum. This would be necessary because of failure by sliding. Other geologic problems in improved roads could be frost heaving and swelling clays. Careful attention should be paid to drainage conditions.

Gravel surfacing material to improve present or contemplated roads is at a premium and additional sources or possible substitutes should be investigated further after design criteria is more certain.

Using present horizontal and vertical alignment the PTW down Reed Hill is the best of all alternates studied to the south of the present ferry crossing. The alternate route to the north of the PTW would be unsatisfactory under the same conditions because of excessive cut and fill requirements or curvature conditions.

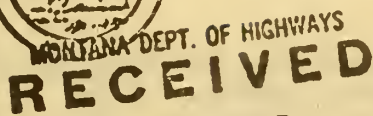
Any improvement in horizontal and vertical alignment than those existing on Reed Hill would create additional construction and maintenance problems. If improvement is considered, additional geologic studies should be made on the Reed Hill and Seventy-Nine routes after design limits are determined.

The Birch Creek Hill alignment north of the ferry would be characterized by steep grades and sharp curves. Maintenance could be excessive because of many slope failures in the present slopes. More suitable routing may perhaps be found in one of the canyons to the north east further up Birch Creek. Canyons to the south of this alignment are characterized by steeper slopes in addition to the numerous failures studied in this alignment.

LBF/JEA/TLY/JWR/1ch

cc: J. R. Beckert (w.attach's)
S. C. Fetter (w.attach's) ✓
G. O. Powers (w.attach's)
L. B. Fox (w.attach's)
Geol. File (w.attach's)

Date	Initial	Attach	Preconst.
28.4			MAIL ROUTE
			BO GOLF RMH
			BO Field Design
			BO Surfacing Design
			BO Office Engineers
			BO West Region
			BO Landscape
			BO East Region
			BO Hydraulic
			BO Traffic
			BO Public Hearing
			BO Street Roads
			BO Consultant Design
			File



AUG - 9 1977

HELENA, MONTANA

Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Helena, Montana 59601

Dear Mr. Kologi:

My staff tells me the meeting at the Judith River generated a good discussion of the proposed bridge, routes and other matters. That's good to hear.

I would, however, like to reiterate our position on a couple of items as a point of emphasis.

1. It is our hope that the bridge elevation above high water can be kept to a minimum. We are, of course, concerned about the visual impact, not only as the bridge is seen from the river but high fills on the approaching road. Anything that can be done to minimize this impact would be appreciated.
2. I would like to again indicate the BLM support for alternate B as the most desirable southern route. From the standpoint of preserving the historical value of the irrigated field and interpretation of historical structures, this route remains our first choice.

I would also like to introduce a new subject, that of traffic control on both sides of the river. The bridge, and improved roads on both sides of the river, are an open invitation for the travelling public to speed up. But, we want them to slow down because of the serious hazard to campers and visitors to historic facilities on both sides of the river. I recommend that sufficient control signs be established on both sides of the river to reduce vehicle speeds to 25 miles per hour, or less, through the entire historic district, bridge, and campgrounds area.

In this connection, would signs gain enough speed control to permit you to safely design the south approach road through the cottonwood grove, as proposed to you by Carl Lind? We realize that such a design



IN REPLY REFER TO
6223.1

United States Department of the Interior

BUREAU OF LAND MANAGEMENT

District Office

Drawer 1160

Lewistown, Montana 59457

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 DIRECTOR
 CENTRAL SERVICES
 DATA AND SYSTEMS
 PLANNING & RESEARCH
 AUG 8 1977
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 BY
 DATE
 AUTHORITY

It sounds like the meetings you have conducted have been very productive. It is this type of cooperative approach that pays off with a good final project. Thanks for your efforts.

John F. Fields

John F. Fields
District Manager

[illegible]

— FHWA

INTER-DEPARTMENTAL MEMORANDUM

DEPARTMENT OF HIGHWAYS

18

To Stephen C. Kologi, P. E., Chief, Preconstruction Bureau Date August 9, 1977

From K. F. Skoog, P. E., Supervisor, Location and Road Design Subject 4(f) Involvement meeting
 Section RS 236-1(49)
Formerly RS 68(7)
Bridge and Approaches
Lohse PN Ferry Crossing
Northwest of Winifred

This 4(f) involvement meeting at the project site was held at 1:30 P.M. on Tuesday, August 2, 1977. This was the follow up meeting to the one held in Helena on December 8, 1976. We now have the two alternatives as suggested in the December meeting staked. Attached is an autoscreen print showing the alternatives.

The following personnel were present.

Kenneth L. Anderson	Department of Highways	Helena
Carl S. Peil	D.O.H.	"
Mohammad Hanif	"	"
Stephen C. Kologi	"	"
James Gipe	"	"
Hazen Flickinger	"	Havre
Martin C. Van Mil	"	Lewistown
Dennis Workman	Fish & Game	Great Falls
Nels Thoreson	"	"
Charline Smith	U of M	Missoula
Teri Cunningham	U of M	"
H. J. Ollila	FHWA	Helena
John Hamernik	"	Denver
Jim Owings	B.L.M.	Billings
Bill Cutler	"	Lewistown
Carl Lind	"	"
Edrie Vinson	"	"

Steve Kologi opened the meeting giving a resume of the December meeting and a brief history of the project.

The following comments and recommendations were made:

1. Reaction from the land owners was wanted.
 - A. We have not contacted the PN Grazing Association, owner of the land south of the Missouri River.
 - B. The land north of the Missouri River is owned by Milan Pavlovick. Mr. Pavlovick in January 1977 wanted an alternate closer to the mouth of the Judith River. We studied this "P" alignment and sent letters of inquiries to the Bureau of Land Management, Fish and Game, as well as others and had our Hydraulics Unit study the proposed alignment. The comments and studies did not favor alternate "P". Mr. Pavlovick said he would not seriously object to the staked line.
2. The majority of the Bureau of Land Management people favored the align-

ment closer to the PN Ranch buildings, alternate "B"; they questioned being out in the field as much as we have shown.

- A. Due to the high fills, road ~~curvature~~ coming off of the bridge, and trying to save as many cottonwood trees as possible, the alignments were staked as shown on the ~~autoscreen~~.
- B. Alternate "A" would cut across a larger cultivated field.
- C. This feild is the oldest irrigated fiêld along the Missouri River (since 1884).
3. The bridge clear span and clear height must conform to Coast Guard Standards. A check is to be made for special considerations in this crossing.
4. Consideration must be given to the 100 year flood and flood plain in the bridge design.
5. B.L.M. wants access to the wooded area along the south river bank and to the park area north of the river. They were assured accesses would be provided.
6. Road side developements were discussed, as were land acquisition methods and procedures.
7. Some asked about how the bridge and approaches would be funded. Since we do not know at this time, a definite answer could not be given.
8. The B.L.M. Management Plan for this area of the Missouri River included in the National Wild and Scenic Rivers system has not as yet been developed. In this management plan, lands will be designated for acquisition and developements of campsites and historical sites. The location of these lands in relation to this project is not specifically known at this time.
9. For the land on the Fish & Game park lease to be taken for the project, the Fish & Game preferred additional land on the north side near the deeper water.
10. Mention was made about developing some of the nearly islands for camp sites.
11. Steve Kologi made all aware of the existing park limits.
12. We will need an archeological inventory for inclusion in a new E.I.S.
13. An updated letter of intent or project status is needed.
14. Due to taking of some of the park lease, a 4(f) statement must be made.
15. The historical aspect of the project alignment must be satisfied as part of the write-ups.
16. Additional public hearings must be held.

28.8

for James Lipe
K. F. Skoog, P. E., Supervisor
Location and Road Design Section

cc: J. R. Beckert	W/Attach
R. E. Champion	"
S. C. Kologi	"
K. F. Skoog	"
H. D. Flickinger	"
R. W. Freeman <i>Freeman</i>	"
Nels Thoreson Fish & Game Great Falls	"
Dennis Workman	"
Fish & Game Helena	"
Charline Smith U of M Missoula	"
FHWA (H. G. Olhla) <i>Olhla</i>	"
Jim Ownigs BLM Billings <i>Ownigs</i>	"
Bill Cutler BLM Lewistown	"
Carl Lind BLM Lewistown	"
Edrie Vinson BLM Lewistown	"
Ron Holliday	"

DEPARTMENT OF HIGHWAYS

To H.E. Stratton, P.E., Chief - Bridge Bureau

Date August 18, 1977

From Carl S. Peil, P.E., Mgr. - Hydraulics UnitSubject RS 236-1(1)49
Missouri River
Bridge at Lohse
PN Ferry Crossing

We are submitting our recommendations and comments for the subject bridge crossing:

The main river channel, between centerline Stations 56+50+ and 64+10+, conveys the total flow of the Missouri for discharges up to the 5 or 10 year flood. Encroachments on this channel of up to 100 feet (up to 100 feet on the south side or up to 50 feet on both sides) would be feasible hydraulically and not create over 0.25 feet of backwater during the 100 year flood. However, considering possible access under the bridge and the fact that the Missouri River is included in the National Wild and Scenic River system, encroachments on the main channel are probably not possible.

The stations for toes of embankment listed below are approximate and can be adjusted to fit the final finished grade and provide any access considerations required at the site. Shifts of 5 to 10 feet for these toe of embankments will not cause a significant change in the backwater elevation.

Station 60+00+

Drainage Area	- 39,519 Sq. Mi.
Design Frequency	- 50 Year
Design Flood	- 99,500 c.f.s.
Channel Slope	- 0.00038 Ft./Ft.
Left Toe of Embankment (North)	- Station 64+40 at C roadway
Right Toe of Embankment (South)	- Station 56+40 at C roadway
Normal Stage Elevation	- 2418.2 Ft.
Basic Flood (100 year)	- 116,000 c.f.s.
Basic Flood Stage Elevation	- 2419.6 Ft.

	<u>Design Flood</u>	<u>Basic Flood</u>
Backwater - 5 piers =	0.04 Ft.	0.07 Ft.
Average Velocity =	7.2 Ft./Sec.	7.8 Ft./Sec.

Skew = 0 Degrees

Bank protection - Random riprap - Final recommendation on riprap will be submitted after data on river bank soil gradation is received from the lab.

If there are any questions, please contact the Hydraulics Unit.



Carl S. Peil, P.E.,
Manager - Hydraulics Unit

34-CSP:MH:hb

28.10

Avoid Verbal Instructions

Thomas L. Judge

STATE OF MONTANA

DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

H. J. ANDERSON
DIRECTOR OF HIGHWAYS

August 31, 1977

IN REPLY REFER TO

RS 236-1 (1)
Formerly RS 68 (7)
Bridges & Approaches
Lohse - P. N. Ferry
Northwest of Winifred

Gentlemen:

This is to bring you up to date on the status of this project.

The Montana Department of Highways has for some time been in the process of developing a project to construct a bridge and approaches to replace the Lohse - P. N. Ferry northwest of Winifred.

So far we have sent out a letter of intent, held informational and public hearings, developed a Draft Environmental Impact/Section 4 (f) Statement, distributed the draft Environmental Impact/Section 4 (f) Statement and solicited comments, developed a Final Environmental Impact/Section 4 (f) Statement, and had that Final Environmental Impact Section 4 (f) Statement approved and adopted by the Federal Highway Administration on June 27, 1974.

Since that time, the Judith Landing Area near the Lohse - P. N. Ferry has been placed on the National Register of Historic Places. Although a historical inventory was made for the area, no archaeological inventory was prepared.

In December 1976 a 4 (f) Involvement Meeting was held concerning the project with personnel from the Department of Highways, Bureau of Land Management, Fish and Game, and Federal Highway Administration in attendance. During that meeting it was agreed that two alignments south of the river were to be surveyed and staked with various ecological, archeological and historical aspects to be considered. It was also agreed that after these alignments were staked, further involvement meetings were to be scheduled for more review and comments.

GEORGE VUCANOVICH CHAIRMAN
HELENA

28.11

P. L. BACHELLER
BILLINGS

BAXTER LARSON
WOLF POINT

WILLIAM J. JONES CHAIRMAN
HELENA

JOHN S. COTE
BUTTE

The second Involvement Meeting was held on August 2, 1977, at the project site with the same organizations represented. Items discussed were hydraulic and clearance problems, funding, 4 (f) replacement lands, the Fish and Game - leased park, and the staked alignments. Personnel from the BLM favored the west alternate, Alternate B on the autoscreen. They stated, however, that a comprehensive Management Plan for this area as provided for in the National Wild and Scenic Rivers Act of 1975 would not be developed until October 1978. In this Management Plan, lands will be designated for acquisition and development of campsites and historic sites. Specific locations in relation to the subject project are not known at this time.

At the 8-2-77 meeting it was decided that we must prepare new (or at least supplements) Draft and Final Environmental Impact/Section 4 (f) Statements. This is because the situation with regard to the historical area and the wild and scenic river is considerably different now than it was at the time the earlier draft and final statements were prepared. Also, it now appears that the Montana Department of Fish and Game's park on the north side of the river will be affected whereas at the time of the earlier statements it appeared the park could be avoided.

Although there has been considerable work done on the project there remains much more to be done. Some of the more important remaining steps are listed below:

1. Prepare and distribute new Draft Environmental Impact/Section 4(f) Statement. This is to include an archeological inventory.
2. Schedule and conduct public hearings. We will probably hold one in Big Sandy and another in Winifred.
3. Prepare and distribute new Final Environmental Impact/Section 4(f) Statement.
4. Complete bridge and approach design.
5. Secure design approval.
6. Secure U. S. Coast Guard permit.
7. Secure permit required by the Flood Plain Management Act.
8. Secure Fish and Game approval.
9. Secure necessary rights-of-way.
10. Arrange for adjustment of any utilities that may be in conflict.

Our main reason for writing to you at this time is to inform you of the developments to date affecting this project and to ask that you provide us with any information you might have that would relate to the project as it now stands. Views or opinions, either for or against one alternate alignment or the other, or any other matter that you feel might be appropriate will certainly be appreciated. Also, if you are aware of additional major steps or required permits that we have not listed, please let us know.

Attached to this letter is an autoscreen print showing the project location and alternate alignments.

The following list indicates those individuals to which this letter is being sent.

Department of Fish and Game
Assistant Administrator (2 copies)
Environment and Information Division
1420 East 6th Avenue
Helena, Montana 59601

Sierra Club
Upper Missouri Group
c/o Mr. Jack Schmidt
P. O. Box 515
Helena, Montana 59601

Department of Health & Envir. Sciences
Air Quality Bureau
Mr. Robert Raisch
Cogswell Building
Helena, Montana 59601

U. S. Dept. of Transportation
Federal Aviation Administration
FAA Building, Room 2
Helena Airport
Helena, Montana 59601

Department of Health & Envir. Sciences
Water Quality Bureau
Mr. Donald G. Willems
Board of Health Building
Helena, Montana 59601

U. S. Department of Interior
Water Resources Division
U. S. Geological Survey
Box 1696
Helena, Montana 59601

Department of Health & Envir. Sciences
Mosquito Abatement Advisory Council
Dr. Kenneth L. Quickenden
Board of Health Building
Helena, Montana 59601

Environmental Protection Agency
Deputy Regional Administrator
Region VIII
Suite 900, 1860 Lincoln Street
Denver, Colorado 80203

State Historic Preservation Officer
Montana Historical Society
Veteran's Memorial Building
225 North Roberts Street
Helena, Montana 59601

U. S. Department of Interior
Bureau of Indian Affairs
Area Director
316 North 26th Street
Billings, Montana 59101

U. S. Department of Interior
Bureau of Reclamation
Regional Director, Region U M
Federal Office Bldg. - P. O. Box 2553
Billings, Montana 59103

U. S. Department of Interior
Bureau of Reclamation P. N. Region
Federal Building & U. S. Courthouse
Box 043-550 West Fort Street
Boise, Idaho 83724

U. S. Dept. of Agriculture
State Conservationist
Soil Conservation Service
P. O. Box 970
Bozeman, Montana 59715

Dept. Natural Resources & Conservation
Administrator
Conservation District Division
32 South Ewing
Helena, Montana 59601

U. S. Department of Interior
National Park Service
Regional Director, Rocky Mt. Region
655 Parfet Avenue, Box 25287
Denver, Colorado 80215

U. S. Department of Interior
Bonneville Power Administration
Environmental Coordinator
P. O. Box 3621
Portland, Oregon 97208

U. S. Department of Interior
Bureau of Mines
Chief, Western Field Operation Center
East 315 Montgomery
Spokane, Washington 99207

Burlington Northern Railroad, Inc.
Resources Division
Timber and Land Department
650 Central Bldg.
Seattle, Washington 98104

U. S. Department of Interior
Bureau of Land Management
Attn: Mr. Carl Lind
316 North 26th St. Federal Building
Billings, Montana 59101

Mr. Jim Demers
President
Lewistown Area Chamber of Commerce
P. O. Box 818
Lewistown, Montana 59457

Federal Housing Administration
Housing & Urban Development
Office of the Director
616 Helena Avenue
Helena, Montana 59601

State Clearinghouse
Office of Budget & Program Planning
Capitol Post Office
Helena, Montana 59601

Department of Fish & Game
Administrator Recreation & Parks
1420 East 6th Avenue
Helena, Montana 59601

U. S. Department of Interior
Bureau of Outdoor Recreation
Regional Director Mid-Continent Region
Bldg., 41 Denver Federal Center Box 25387
Denver, Colorado 80225

U. S. Department of Interior
Missouri Basin Region
Special Assistant to the Secretary
Room 688, Bldg. 67 Denver Fed. Center
Denver, Colorado 80225

U. S. Department of Interior
U. S. Geological Survey; MS-104
Chief - Environmental Impact
Assess: Prog.
Reston, Virginia 22092

Mr. Donald M. Nettleton
Director, Land Management, Tmbr. & Land
B. N. R. R. Rocky Mountain District
800 South Third West
Missoula, Montana 59801

U. S. Department of Interior
Fish & Wildlife Service
Regional Director, Region G
P. O. Box 25486, Denver Federal Center
Denver, Colorado 80225

Mr. Guy Kallam
Lewistown-Fergus County
City-County Planning Board
County Courthouse
Lewistown, Montana 59457

Matt Gasvoda & Sons, Inc.
Big Sandy, Montana 59520

Frank & Agnes Magda
Lloyd, Montana 59535

Sierra Club
Bitterroot Mission Group
P. O. Box 315
Missoula, Montana 59801

Department of Anthropology
Dr. A. P. Samson
Montana State University
Bozeman, Montana 59715

Department of State Lands
Office of the Commissioner
Capitol Station
Helena, Montana 59601

Department of the Army
Seattle District Corps of Engineers
4735 East Marginal Way
Seattle, Washington 98104

Department of Community Affairs
Aeronautics Division
P. O. Box 1698
Helena, Montana 59601

Commander (QAN)
13th Coast Guard District
915 Second Avenue
Seattle, Washington 98174

Dept. Natural Resources & Conservation
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32 South Ewing
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Mr. Donald Aldrich Wilderness Consultant
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410 Woodworth Avenue
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District Manager
Bureau of Land Management
Drawer 1160
Lewistown, Montana 59457

Mr. Dick Ellis
Department of Fish & Game
1420 East 6th Avenue
Helena, Montana 59601

Montana Stockgrowers Association
Office of the Secretary
P. O. Box 1679 First National Bank Bldg.
Helena, Montana 59601

Mr. Nels Thoreson
Montana Department of Fish & Game
Route 1 S W
Great Falls, Montana 59401

Bureau of Land Management
Montana State Office
P. O. Box 30157
Billings, Montana 59107

Department of the Army
Omaha District Corps of Engineers
7410 U. S. Post Office & Courthouse
Omaha, Nebraska 68102

U. S. Department of Transportation
Federal Highway Administration
501 North Fee
Helena, Montana 59601

Mr. Joe Zahler
KXLO Radio Station
P. O. Box 620
Lewistown, Montana 59457

Environmental Quality Council
Office of the Director
P. O. Box 215 Capitol Post Office
Helena, Montana 59601

Hill County Wildlife Association
Mr. Raymon Nitz Secretary
530 - 15th Street
Havre, Montana 59501

Fergus County Soil & Water
Conservation District
P. O. Box 1087
Lewistown, Montana 59457

Mr. Bradley Dugdale
Attorney at Law
950 Lincoln Avenue
Havre, Montana 59501

Mr. Wain Allen
Central Montana Livestock Market
Fairgrounds Road
Lewistown, Montana 59457

The Montana Wilderness Association
Route 1
Box 1410
Hamilton, Montana 59840

Representative Fred O. Barrett
District No. 48
259 S. W. Maple
Lewistown, Montana 59457

Ms. Margaretha Thomas
Superintendent of Schools
Chouteau County
Fort Benton, Montana 59442

Congressman John Melcher
House Office Building
Washington, D. C. 20505

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University of Montana
Missoula, Montana 59801

Center For Public Interest, Inc.
P. O. Box 931
Bozeman, Montana 59715

Student Environmental Research Center
University of Montana
Missoula, Montana 59801

Montana Automobile Association
P. O. Box 4129
Helena, Montana 59601

Bureau of Land Management
Mr. Malcolm Choulton
Malta, Montana 59538

Board of County Commissioners
Fergus County Courthouse
Lewistown, Montana 59457

Board of County Commissioners
Blaine County Courthouse
Chinook, Montana 59523

Havre Area Chamber of Commerce
P. O. Box 308
Havre, Montana 59501

Lewistown Rod & Gun Club
Mr. Tom Hartford - Secretary
Lewistown, Montana 59457

Honorable Robert E. LaFountain
Mayor of Lewistown
Lewistown, Montana 59457

Senator Harold L. Dover
District No. 24
712 - 7th Avenue North
Lewistown, Montana 59457

Superintendent of Schools
District No. 115
Fergus County
Winifred, Montana 59489

Montana League of Conservation Voters
1823 Highland
Helena, Montana 59601

Institute of Applied Research
Montana State University
Bozeman, Montana 59715

Friends of the Earth
P. O. Box 882
Billings, Montana 59103

Bear Paw Development Corporation
P. O. Box 1549
Havre, Montana 59501

The Wilderness Society
4260 East Evans Avenue
Denver, Colorado 80222

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Malta, Montana 59538

Board of County Commissioners
Hill County Courthouse
Havre, Montana 59501

Board of County Commissioners
Chouteau County Courthouse
Fort Benton, Montana 59442

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Havre, Montana 59501

Rotary Club
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Big Sandy, Montana 59520

Lewistown Area Chamber of Commerce
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Lewistown, Montana 59457

Honorable J. O. Asbjornson
Mayor of Winifred
Winifred, Montana 59489

Dan J. Corcoran
Superintendent of Schools
Winifred, Montana 59489

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P. O. Box 894
Helena, Montana 59601

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116 - 12th Avenue South
Lewistown, Montana 59457

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910 First Avenue
Havre, Montana 59501

Mr. Harold Ebaugh
Clear Creek Terrace Court No. 9
Havre, Montana 59501

Mr. N. J. Hyatt
730 - 3rd Avenue
Havre, Montana 59501

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1008 Ohio
Chinook, Montana 59523

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Lewistown, Montana 59457

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Lewistown, Montana 59457

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Rte. 1 Box 9E
Lewistown, Montana 59457

Mr. Robert Heggem
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Christina, Montana 59423

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Mayor of Big Sandy
Big Sandy, Montana 59520

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Tonopah, Nevada 89040

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Missoula, Montana 59801

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Lewistown, Montana 59457

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908 - 13th Street
Havre, Montana 59501

Mr. Joseph J. Pleskac
614 - 5th Street
Havre, Montana 59501

Mr. Joseph DeMontigny
Rocky Boy Reservation
Box Elder, Montana 59521

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Haight Ranch
Hilger, Montana 59451

Mr. Tobie Leides
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Lewistown, Montana 59457

Mr. William J. Lodman
Route No. 2
Lewistown, Montana 59457

Mr. James Barsotti
P. O. Box 413
Big Sandy, Montana 59520

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Winifred, Montana 59489

Ms. Mildred E. Stoneman
Christina, Montana 59423

Mr. Don Hamilton
Hilger, Montana 59451

Mr. Ervin Smith
Suffolk, Montana 59481

Mr. Gary Rominger
Floweree, Montana 59440

Mr. & Mrs. Jim Lechner
Winifred, Montana 59489

Mr. & Mrs. Sherman Swope
Winifred, Montana 59489

Mr. Glenn E. Peterson
Winifred, Montana 59489

Mr. Hugh Ford
Winifred, Montana 59489

Mr. Jerry Bergum
Winifred, Montana 59489

Mr. John Tuss, Jr.
Winifred, Montana 59489

Mr. Milton Butcher
Winifred, Montana 59489

Mr. Palmer Seilstad
Winifred, Montana 59489

Mr. Tommy N. Econom
Winifred, Montana 59489

Mr. Vernon E. Smith
Winifred, Montana 59489

Mr. Wilson Stulc
Winifred, Montana 59489

Mr. George Bleha
Lloyd, Montana 59535

Mr. Richard Magda
Lloyd, Montana 59535

Mr. Edward Blazek
Hopp-Illiad, Montana 59350

Mr. John S. Gilpatrick
Hilger, Montana 59451

Mr. Jack Tuclor
Suffolk, Montana 59481

Mr. Arthur Grinde
No. of Lewistown, Mont. 59457

Mr. & Mrs. Ronnie Heggem
Winifred, Montana 59489

Mr. George Econom
Winifred, Montana 59489

Mr. Harold Kinkelaar
Winifred, Montana 59489

Mr. Jack Bergum
Winifred, Montana 59489

Mr. John Blazicevich
Winifred, Montana 59489

Mr. Marion Heller
Winifred, Montana 59489

Mr. Nick Econom
Winifred, Montana 59489

Mr. Sam Benes
Winifred, Montana 59489

Mr. Troy Martin
Winifred, Montana 59489

Mr. Walter Udelhoven
Winifred, Montana 59489

Mrs. Louise Butcher
Winifred, Montana 59489

Mr. Lyle Ophus
Lloyd, Montana 59535

Mr. Bob Darlington
Hopp-Illiad, Montana 59530

Mr. George Silvan
Hopp-Illiad, Montana 59530

Mr. Glenn Skaalure
Hopp-Illiad, Montana 59530

Mr. Henry Drga
Hopp-Illiad, Montana 59530

Mr. Lawrence Jappe
Hopp-Illiad, Montana 59530

Mr. Roy F. Pegar
Hopp-Illiad, Montana 59530

Mr. Fred C. Henderson
Warrick, Montana 59520

Mr. Angus Merrill
Big Sandy, Montana 59520

Mr. Elmer G. Lidstone
Big Sandy, Montana 59520

Mr. Gregory J. Henderson
Big Sandy, Montana 59520

Mr. Joseph Pokorny
Big Sandy, Montana 59520

Mr. Lester Rutledge
Big Sandy, Montana 59520

Mr. Ray Aman
Big Sandy, Montana 59520

Mr. Richard K. Bush
Big Sandy, Montana 59520

Mr. William Jurenka
Big Sandy, Montana 59520

Mrs. William C. Brady
Big Sandy, Montana 59520

Ms. Joyce Blecha
Big Sandy, Montana 59520

Ms. Violet Drga
Big Sandy, Montana 59520

Mr. C. T. Cecrle
Big Sandy, Montana 59520

Mr. Henry Cecrle
Hopp-Illiad, Montana 59530

Mr. Jerry Halter
Hopp-Illiad, Montana 59530

Mr. Milan Pavlovick
Hopp-Illiad, Montana 59530

Ms. Ethel M. Lidstone
Hopp-Illiad, Montana 59530

Mr. Richard Schmid
Warrick, Montana 59520

Mr. Donald R. Courtnage
Big Sandy, Montana 59520

Mr. Frank E. Drga Jr.
Big Sandy, Montana 59520

Mr. John E. Hashley
Big Sandy, Montana 59520

Mr. Leon McConkey
Big Sandy, Montana 59520

Mr. Melvin Hoge
Big Sandy, Montana 59520

Mr. Odin H. Blockhus
Big Sandy, Montana 59520

Mr. T. Mack Quinn
Big Sandy, Montana 59520

Mrs. Edward Moes
Big Sandy, Montana 59520

Ms. Carmen Farley
Big Sandy, Montana 59520

Ms. Marlene Darlington
Big Sandy, Montana 59520

Mr. Dale Skaalure
Big Sandy, Montana 59520

Ms. Joyce Blecha
Circleville, New York 10919

United States Postmaster
Flowerree, Montana 59440

United States Postmaster
Fort Benton, Montana 59442

United States Postmaster
Lewistown, Montana 59457

United States Postmaster
Hilger, Montana 59451

United States Postmaster
Christina, Montana 59423

United States Postmaster
Suffolk, Montana 59481

United States Postmaster
Winifred, Montana 59489

Winifred Farmers Oil Company
Winifred, Montana 59489

United States Postmaster
Havre, Montana 59501

United States Postmaster
Big Sandy, Montana 59520

United States Postmaster
Warrick, Montana 59520

United States Postmaster
Box Elder, Montana 59521

United States Postmaster
Chinook, Montana 59523

United States Postmaster
Hopp-Illiad, Montana 59530

United States Postmaster
Malta, Montana 59538

Very truly yours,

MONTANA DEPARTMENT OF HIGHWAYS

By *Stephen C. Kologi*
Stephen C. Kologi, P. E., Chief
Preconstruction Bureau

32-SCK:KA:mg

cc: J. R. Beckert	W/Attach.
S. C. Kologi	"
✓ K. F. Skoog	"
R. W. Freeman	"
H. Flickinger	"
R. E. Champion	"
D. S. Johnson	"
D. D. Anderson	"
H. E. Stratton	"
R. E. Wegner	"
J. W. Hahn	"
A. G. Zbitnoff	"
N. Roterling	"
J. Gipe	"
C. S. Peil	"



U.S. DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

SEP 29 1977

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
815 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442-5864

HELENA, MONTANA

16590
Serial 528
26 September 1977

State of Montana
Department of Highways
ATTN: Mr. Stephen C. Kologi,
P.E., Chief Preconstruction Bureau
Helena, Montana 59601

RE: RS 236-1 (1)
Formerly RS 68 (7)
Bridges and Approaches
Lohse - P. N. Ferry
NW of Winifred, Montana

Gentlemen:

Your letter of 31 August 1977 concerning the status of the reference project has been received and reviewed. We will coordinate with you to accomplish the environmental changes necessary for project approval.

In accordance with the 1977 Coast Guard/FHWA Memorandum of Understanding, we have a much better direction than when the original EIS for the project was processed and approved. Although this will be the first Montana Statement processed under the new agreement, our work with Oregon and Washington under the revised agreement has been most satisfactory. We are now able to avoid a lot of the past confusion by simply having our concerns included in the environmental documentation prior to distribution of the Draft (either EIS or Supplement or Negative Declaration).

The environmental concerns beyond the bridge and approaches should be taken care of by FHWA approval of the environmental document. This will include the new 4(f) involvement. In addition, the effect of the bridge on the waterway should also be discussed for Coast Guard considerations. By separate letter from the Montana Bridge Bureau, they have proposed a bridge to provide less navigation clearance than the 20 feet vertical above the extreme high water of the navigation season, Enclosure No. 1. You are advised of the Coast Guard position concerning their proposal by Enclosure No. 2.

28.21

26 September 1977

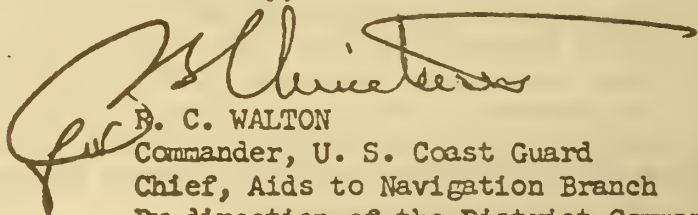
Subj: RS 236-1 (1) Formerly RS 68 (7) Bridges and Approaches
Lohse - P. N. Ferry NW of Winifred, Montana

Whichever bridge design Montana selects for construction it should be described in your supplemental environmental document. This will give those persons who may be affected by the proposal an opportunity to be advised and also to comment on the proposal. In addition to the navigation clearances to be provided, you should describe what, if any effect the bridge piers below the water surface of normal high water will have on the hydraulics of the waterway. For the total bridge and approaches you should state what, if any, effect that part of the project will have on the flood plane. For the preservation of water quality you should describe the procedure for any construction below the line of normal high water and how this procedure will minimize water quality degradation.

Should you have any questions about the procedure or requirements, please call Mr. A. B. Christensen of my staff at Area Code 206-442-5864. If you will give us the opportunity to review your pre-draft statement before it is published, our concerns should be resolved without commenting to the Draft and/or Final Statement.

Your cooperation is appreciated.

Sincerely,



B. C. WALTON
Commander, U. S. Coast Guard
Chief, Aids to Navigation Branch
By direction of the District Commander

Encls: As noted

Copy to:
FHWA Division Engineer, Helena, Montana
Montana Chief Bridge Bureau, Helena, Montana

Date Recd. Preconst. 9/29/77				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		<i>FREEMAN</i>		
		36 Traffic		
		37 Pub. Hearing		
		38 Soc. Urban		
		39 Consultant Design		
		<i>FLICKINGER</i>		
		<i>BRIDGE</i>		

U. S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION

REGION EIGHT

Montana Division
501 North Fee Street
Helena, Montana 59601



MONTANA DEPT. OF HIGHWAYS
RECEIVED

SEP 30 1977

HELENA, MONTANA

September 29, 1977

IN REPLY REFER TO:

HEB-MT

Mr. H. J. Anderson, Director of Highways
Montana Department of Highways
Helena, Montana 32-SCK

Gentlemen:

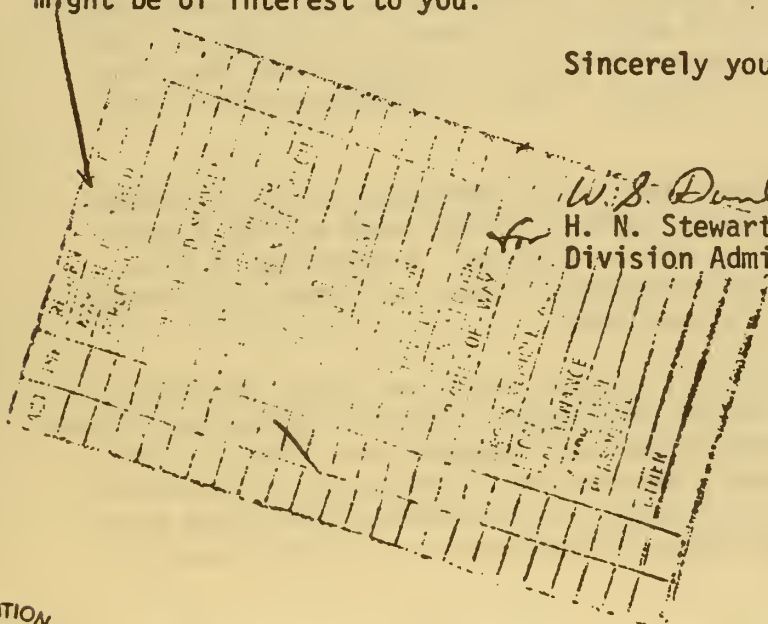
Subject: Montana Project RS 236-1(1)49 Winifred Bridge

We have reviewed your letter of September 23, 1977 in which you propose to supplement the existing EIS with a 4(f) assessment and an evaluation (Section 106) of the projects impact on the historic district.

We concur in your proposed course of action.

We learned today, in a discussion with the Bureau of Land Management in Lewistown that the BLM has recently awarded a contract to have an archaeological study done on the proposed alignment. We thought this might be of interest to you.

Sincerely yours,



W. S. Dunbar

H. N. Stewart
Division Administrator

Date Recd. Preconst.		9/30/77	
Act	Info	MAIL ROUTE	Initial
		30	
		30 Eng. Specialties	
		31 Contract Plans	
		32 Loc. Road Design	
		33 Environmental	
		34 " Hydraulic	
		35 Surfacing Design	
		35 Photogrammetry	
		<i>FREEMAN</i>	
		36 Traffic	
		37 Pav. Design	
		38 Det. Design	
		39 Construction Design	
		<i>FLICKINGER</i>	
		File	





UNITED STATES
DEPARTMENT OF THE INTERIOR
FISH AND WILDLIFE SERVICE

Billings Area Office
Federal Building, Room 3035
316 N. 26th
Billings, MT 59101
September 16, 1977

MONTANA DEPT. OF HIGHWAYS
RECEIVED

SEP 19 1977

HELENA, MONTANA

IN REPLY REFER TO:

Mr. Stephen C. Kologi, P.E., Chief
Preconstruction Bureau
Montana Department of Highways
Helena, MT 59601

Your Project Reference:
RS 236-1 (1) Formerly
RS 68 (7) Bridges and
Approaches Lohse - P.N.
Ferry Northwest of Winifred

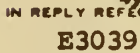
Dear Mr. Kologi:

We have reviewed your letter of August 31, 1977, which updates the status of the proposed bridge to be built across the Missouri River near the mouth of the Judith River. On page two of your letter you listed ten steps which need to be accomplished before the construction of the bridge can begin. There appears to be one omission. If any work is to be done below the normal high water line during construction of the bridge, a Section 10/404 permit will have to be obtained from the Army Corps of Engineers to satisfy the requirements of the Federal Water Pollution Control Act (86 Stat. 816 P.L. 92500) and the Rivers and Harbors Act of 1899.

We would also like to recommend that no recreational sites be planned or constructed in the cottonwood bottoms at the mouth of the Judith River on the south bank of the Missouri River. A large great blue heron rookery exists in these cottonwood trees, and human disturbance would probably cause it to be abandoned.

Lastly, we request that the utility lines which now cross the Missouri River at the PN Ferry be somehow incorporated into the bridge structure. Since this river has been designated as a Recreational River in this reach by Act of Congress, every reasonable effort should be employed to reduce utility and bridge crossings to a minimum. The close proximity of the lines to the proposed bridge appear to justify consolidation.

Please keep us informed of future development of this project. We



MID-CONTINENT REGION

MAILING ADDRESS:
Post Office Box 25387
Denver Federal Center
Denver, Colorado 80225

603 Miller Court
Lakewood, Colorado
Telephone 234-2634

SEP 30 1977

Dear Mr. Kologi:

This is in response to your notice concerning Project RS 236-1(1),
Bridge and Approaches, Lohse-P.N. Ferry, Northwest of Winifred, Montana.

We offer three suggestions regarding this project. First, the ferry should be retained either in operating condition or as a display at its present site, to serve as a "living" monument and example of part of the history of the area. Next, the bridge should be designed so that it blends with its surroundings and is no more obtrusive than necessary. Finally, to avoid congestion and hazards, off-road parking areas should be provided for recreators who float the river.

The reference to "4(f) replacement lands" on page 2 of the notice is technically incorrect. Section 4(f) of the Department of Transportation Act does not explicitly require replacement land; Section 6(f) of the Land and Water Conservation Act does. With regard to this project, Section 6(f) requires the approval by the Secretary of the Interior for any change from the recreational land use at the Judith Landing Recreation Area (which has received matching assistance from the Land and Water Conservation Fund). Section 6(f) also requires the substitution of other properties of at least equal fair market value and reasonably equivalent usefulness and location for the recreation lands to be taken.

We hope that this information, together with that contained in our previous correspondence on this project, will be useful and adequate for the preparation of the new draft environmental/Section 4(f) statement.

If we can be of further assistance in reviewing subsequent aspects of the proposed project, please do not hesitate to call upon this office.

Sincerely,

Robert H. Lins

Robert J. Arkins
Assistant Regional Director
Land Use Coordination

Date Recd. Preconst. 10/5/77	Initial	If two can be of further assistance, please do	
	Attach		
	MAIL ROUTE	30	30 Eng. Specialties
		31	Contract Plans
		32	Loc. Road Design
		33	Environmental
		34	" Hydraulic
		35	Surfacing Design
		35	Photogrammetry
			<i>FREEMAN</i>
			<i>Heating</i>
			<i>STEADMAN</i>
			<i>Design</i>
			<i>EDICKMAYER</i>
			<i>10/5/77</i>
	Info	Cc: State Liaison Officer	
	Act	Mr. Gary Leppart, Bureau of	

Land Management

OFFICE OF

FORT BENTON

RECEIVED

October 17, 1977

Mr. Stephen C. Kologi, P.E.
Chief Preconstruction Bureau
Department of Highways
Helena, Montana 59601

In re: Lohse - P.N. Ferry route #236

The most of the river traffic consists of twelve foot to sixteen foot motor boats, canoes, rubber rafts and some pontoon boats. Mr. Robert Singer of Fort Benton informs me that he uses a pontoon boat eight feet wide and thirty two feet long, with a maximum height of eight feet. The boat draws about twelve inches to fourteen inches of water and has facilities and capacity for about eighteen people. During the past five years I understand that he has not seen any boats along this route that are bigger than the boat he operates.

Yours truly,

DLS/jj

Date Recd.	Preconst.	~~9/18/77~~
Initial		
Attach		
MILE ROUTE		
30		
30 Eng. Specialties		
30 Contract Plans		
32 Loc. Road Design		
22 Envir. Mental		
4 Hydraulic		
25 Surfacing Design		
25 Photogrammetry		
Flickinger		
25		
27		
27		
Freeman		
Info		
Act		



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS:
COMMANDER (Oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE.
SEATTLE, WASH. 98174
PHONE: (206) 442 5864

16590
Serial 564
20 October 1977

State of Montana
Department of Highways
ATTN: Mr. Howard E. Stratton, P.E.,
Chief, Bridge Bureau
Helena, Montana 59601

RE: RS 68 (7)
Bridge & Approaches
Lohse - P. N. Ferry
NW of Winifred, Montana

Gentlemen:

This is a follow-on to my letter of 26 September 1977 for your further information in planning a new fixed crossing of the Missouri River by the Reference bridge.

The Omaha District, Corps of Engineers, has responded to our telephone request concerning water surface elevations at the Judith Ferry crossing of the Missouri. Their 13 October 1977 letter states, "Based on very limited rating curve data, recent information indicates the water surface elevation for a discharge of 85,000 cfs at the Judith Ferry Crossing site would be 2,407.6 feet msl." (Judith Ferry and Lohse - P. N. Ferry are one and the same). The Corps figure is comparable to the elevations you have from Geodetic Survey and Montana Highway.

Further, when the Corps established the Guide Clearances for the waterway between Fort Benton and the backwater reach of the Fort Peck Reservoir they were for a vertical clearance of not less than 20 feet above extreme high water elevation of the navigation season, and 100 feet wide horizontal clearance through all spans over the high-bank to high-bank section of the river, regardless of channel vagaries of the river. They describe the extreme high water elevation of the navigation season as corresponding to a discharge of 85,000 cfs.

Using the established Guide Clearances and the Corps water surface elevation for a discharge of 85,000 cfs, "low steel" for a bridge at Judith Ferry would be at elevation 2427.6 feet, or 20 feet above elevation 2407.6.

10/21/77

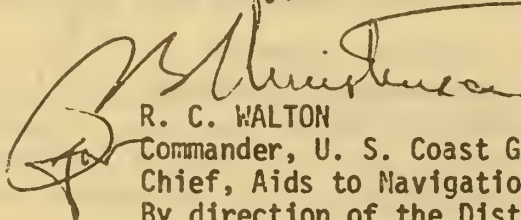
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4+ FILE

Subj: RS 68 (7) Bridge & Approaches - Lohse - P.N. Ferry NW of
Winifred, Montana

This is approximately 10 feet lower than you indicated as desirable "low steel" on the preliminary drawing you forwarded with your 14 September 1977 letter. From information now available a proposed bridge providing at least 20 feet vertical clearance above water elevation 2407.6 should provide for the reasonable needs of navigation. Such a bridge would also provide a vertical clearance of 7.4 feet above the 100-year flood.

Sincerely,



R. C. WALTON

Commander, U. S. Coast Guard

Chief, Aids to Navigation Branch

By direction of the District Commander

c.c. Steve Kolagi 10/21/77

c.c. Kim Stong 10/21/77

c.c. Carl Peil 10/21/77



United States Department of the Interior

MONTANA DEPT. OF HIGHWAYS

RECEIVED

BUREAU OF LAND MANAGEMENT

District Office

Drawer 1160

Lewistown, Montana 59457

NOV 17 1977

HELENA, MONTANA

NOV 6 1977

Mr. H.J. Anderson, Director
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Anderson:

This letter is in response to your recent inquiry, relative to the planning aspects for the Judith Landing Bridge, Project No. RS-236-1(1).

You had asked us to provide you with watercraft information such as type, size, relative percentage of craft, frequency of use, etc., that frequented the Judith Landing Area.

Unfortunately, our 1977 data is not available at this time. We do have 1975 and 1976 data which should be of some interest to you and perhaps will give you an indication of use trend. Recreational use of the Missouri River can be expected to climb. This is particularly true of a river designated a component of the National Wild and Scenic River System. A 25-35% annual increase in use is not unrealistic, based upon historical use of other rivers within the national system.

The information which is in enclosed, is self explanatory but the following summary should prove helpful. There were a total of 1,648 boaters counted during the 1975 use season and 2,228 in 1976. The largest boating party observed in 1976, consisted of 76 craft and 239 people on July 20. 1200 individuals were also observed at Judith Landing on a single day in 1976, celebrating the approval of the bridge project in that locality. These, of course, are atypical occurrences which should be noted in the enclosed tables.

In 1975, boating use peaked on July 24. In 1976, the peak occurred on July 17.

Water craft types, observed during the 1976 season, are as follows:

<u>Type</u>	<u>% of Total Sample</u>
Canoe	57.6



Type% of Total Sample (Continued)

Raft	7.1
Motorboat	27.4
Kayak	2.2
Pontoon	3.1
Rowboat	1.6
Other	

Some unusual watercraft, which can be classified in the "other" category, occasionally are put into use on the Missouri River. Most notably, some flatboats and keel boats which are used on expeditions re-creating the past, have been observed.

We hope that the enclosures and the above mentioned information is of some use to you. We would hope to maintain close liaison with your department in order to work together towards the most environmentally acceptable and practical bridge design for the Judith Landing crossing.

Should you have need for additional information or clarification, please do not hesitate to contact this office.

Sincerely yours,

Glenn W. Freeman

Glenn W. Freeman,
Assistant District Manager

Enclosure

Date Recd. Preconst. <u>11/21/77</u>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Specialties		
		31 Contract Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Structural Design		
		35 Photogrammetry		
		<i>Freeman</i>		
		36 Life		
		37 Pub. Hearing		
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STATE OF MONTANA



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R/W BUREAU		Mail Route	
50. Chief			
51. Asst. Chief			
52. Plans			
53. Approval			
54. Record			
55. Distribution			
56. Audit			
57. Legal			
58. Admin.			
59. Other			
60. File			
61. Proj.			
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DEPARTMENT OF

FISH AND GAME

RS 236-1 (1) 49; Bridge and Approaches
Northwest of Winifred; Ref: 62-MLN

1420 East Sixth Avenue
Helena, Montana 59601

November 16, 1977

Robert E. Champion, P.E.
Chief - Right of Way Bureau
Department of Highways
Helena, Montana 59601

Dear Mr. Champion:

The Judith Landing Campground is located on one of four public access roads to the wild and scenic portion of the Missouri River, between Coal Banks Landing and Fred Robinson Bridge.

The campground is the termination point for a majority of all floating trips on the wild and scenic portion of the Missouri. It also is an overnight stop for nearly all people who float the entire wild and scenic portion and is the starting point for those who float just the lower portion. Nearly all people who float the wild and scenic Missouri River use the Judith Landing Campground at some time during their outing.

The campground is approximately six acres in size. It contains one double vault latrine, well and pump, picnic tables, grills, fence, garbage cans and racks. It provides access to the Missouri River for hunting, fishing and floating as well as camping and picnicing.

The campground setting is aesthetically pleasing because it is located in a cottonwood grove and is very serene.

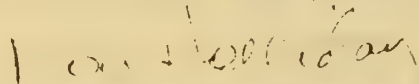
River depth and current along the north bank make the park ideal for launching and retrieving boats of all sizes. It is not possible to duplicate these conditions along the south bank in the vicinity of the proposed bridge. This fact complicates mitigation of damages done by highway construction. If the entire park is needed for right-of-way, then the boat access values would be lost and probably would not be replaceable. The campground could be replaced by the purchase of a similar cottonwood grove on the south bank. Boat access facilities

could be constructed there but it would probably be difficult access for large boats. If only a portion of the pair is harmed, it would be desirable to obtain the deed to the entire cottonwood bottom in which it is located and thus eliminate the present lease arrangement.

A copy of lease and a map indicating the locations of various important historical sites are enclosed.

Sincerely,

DR. ROBERT F. WAMBACH, DIRECTOR



By: Ron G. Holliday, Administrator
Recreation and Parks Division

RGH/lb

cc: Nels A. Thoreson, Dennis Workman

E A S E M E N T

with Land

THIS INDENTURE, made this 20th ^{August} day of July, 1967, between FRANK J. FISHER and ETHEL M. FISHER, husband and wife, and S. WARREN HALLEY and EDNA F. HALLEY, husband and wife, of Big Sandy Montana, Grantors, and THE STATE OF MONTANA, for the use and benefit of its State Fish and Game Commission, of Helena, Montana, Grantee, its successors and assigns,

WITNESSETH:

WHEREAS, the Grantors, Frank J. Fisher and Ethel M. Fisher are the holders of legal title to the following-described real property under contract for deed to the Grantors S. Warren Halley and Edna F. Halley, said contract for deed dated February 17, 1959, and filed February 27, 1959 as Document No. 326178 in Book 36 of Miscellaneous at page 176, records of Chouteau County, Montana, said real property being situate in the County of Chouteau, State of Montana, to-wit:

All of that portion of Lot Seven (7) in Section Twenty-five (25), Township Twenty-three (23) North of Range Sixteen (16) East of the Montana Principal Meridian, in said County of Chouteau, lying West of the County Road, as the same presently exists in said Lot 7, containing approximately six (6) acres;

and,

WHEREAS, Grantee desires to acquire an easement on and over said-described property for use as a campground for parking and recreation area for the general public.

NOW, THEREFORE, for and in consideration of the sum of Ten Dollars (\$10.00), together with other good and valuable considerations, receipt of which is hereby acknowledged, Grantors do hereby give, grant and convey to the Grantee, for the use and benefit of the general public, an easement to enter upon all or any part of the above described property for camping and other

recreational purposes, including the right to construct, use and remove parking and sanitary facilities thereon at Grantee's expense, from May 15th. through October 15th of each year, commencing with the year 1967, however, it is specifically understood and Grantee by acceptance of this instrument does hereby agree, that the Grantors may operate an irrigation pump together with all of the pertinent pipelines, ditches, and other facilities in connection therewith, at any location upon the above-described property at any time desired by Grantors, TO HAVE AND TO HOLD the easement herein granted unto the Grantee, its successors and assigns forever, except that by acceptance of this instrument, Grantee agrees to devote and maintain said-described property for the purposes herein set forth, and in the event that said land shall cease to be used for said purpose, then this easement shall become void and full possession and use of said property shall revert to the Grantors.

And the Grantors hereby covenant with Grantee that they are lawfully seized and possessed of the above-described property and that said parcel is free of all encumbrances except that certain Mortgage from Frank J. Fisher and Ethel M. Fisher to The Federal Land Bank of Spokane, dated November 25, 1958 and filed December 2, 1958, as Document No. 324555 in Book 73 of Mortgages at page 97, records of Chouteau County, Montana, however, Grantors warrant and shall forever defend Grantee's full enjoyment of this easement against all claims of all persons whomsoever.

~~As a further consideration for the payment above mentioned, the Grantors hereby release Grantee from any and all liability or claims for damages to be hereafter incurred from whatsoever cause incidental to the exercise of any of the rights herein granted.~~

FRANK J. FISHER

Ethel M. Fisher
ETHEL M. FISHER

STATE OF MINNESOTA)
County of Wadena ; ss

On this 12 day of July, 1967, before me, the undersigned, a Notary Public for the State of Minnesota, personally appeared FRANK J. FISHER and ETHEL M. FISHER, known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year in this certificate first above written.

Donald Schmitt
Notary Public for the State of Minnesota
Residing at _____, Minnesota
My Commission Expires: _____

Notary Public for the State of Minnesota
My Commission Expires April 24, 1969

(NOTARIAL SEAL)



S. Warren Halley
S. WARREN HALLEY
Edna F. Halley
EDNA F. HALLEY

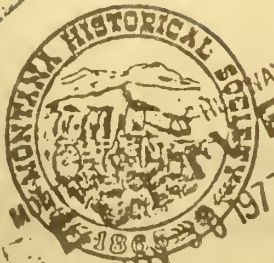
STATE OF MONTANA)
County of Chouteau)

On this 20th day of August, 1967, before me, the undersigned, a Notary Public for the State of Montana, personally appeared S. WARREN HALLEY and EDNA F. HALLEY, known to me to be the persons whose names are subscribed to the within instrument, and acknowledged to me that they executed the same.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed my Notarial Seal the day and year in this certificate first above written.



D. O. Cooper
Notary Public for State of Montana
Residing at Fort Belknap, Montana
My Commission Expires: May 18 1970



ap 15 AA

MONTANA HISTORICAL SOCIETY

225 NORTH ROBERTS STREET • (406) 449-2694 • HELENA, MONTANA 59601

NOV 28 1977
HELENA, MONTANA

November 28, 1977

Mr. H. J. Anderson
Director of Highway
Helena, MT 59601

RS - 236 - 1 (1) 49
Formerly RS - 68 (7)
Bridges and Approaches
Lohse - PN Ferry
Northwest of Winifred

Dear Mr. Anderson:

At this time I cannot concur in your no adverse effect finding on the historical and archaeological resources within the proposed construction area at the Lohse - PN Ferry. I understand that the Department of Highways did not instruct the University of Montana to conduct a right-of-way inventory as originally proposed. The Bureau of Land Management conducted an inventory of the entire Historic District, with exception of the right-of-way, to determine the impact on the area as a whole. This report is not due until March 1. A draft of the BLM report is not due until January 1. Upon what information do you base this no adverse effect determination?

It is my understanding that the Bureau of Land Management strongly supports the contention of buried cultural deposits in this area. This past summer BLM issued requests for proposals to contract subsurface testing to identify possible subsurface sites prior to the beginning of construction. Funding for this project failed to materialize. I believe the Department of Highways should follow through and issue a contract for right-of-way survey and subsurface testing.

As you know, the Archaeological and Paleontological Salvage Act 23 U.S.C. 305 directs the use of Federal highways funds for projects such as these. 23 C.F.R. 765.3 (a) requires:

When it is anticipated that historic objects may be encountered during construction of a proposed highway project, the State highway department should, as early as practicable, contract the appropriate salvage authority so that arrangement can be made for the necessary reconnaissance survey and/or preliminary site examination to determine whether the highway project will damage or destroy the historic objects, and whether,

Mr. H.J. Anderson - page 2

from a historic standpoint, such objects should be preserved or salvaged or that data should be collected thereon.

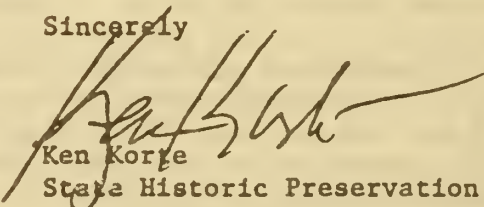
(b) When a salvage authority determines that historic objects should be preserved or salvaged, or that data should be collected thereon, the State highway department should assure that suitable arrangements are made for the necessary salvage work.

23 C.F.R. 765.5 further states:

Salvage projects should preferably be handled ahead of regular construction contracts. These projects may be programmed as separate projects or as separate line items of related highway projects, and, if appropriate, are eligible for highway participation as preliminary engineering, right-of-way, or actual construction cost. Reconnaissance survey work on preliminary site examinations may also be eligible for highway planning and research funds prior to route location selection upon approval of the FHWA.

The possibility of subsurface and surface cultural materials in the right-of-way is extremely high. I recommend that you contract for surface and subsurface inventory prior to the completion of your Supplemental Section, and prior to a no adverse effects determination.

Sincerely



Ken Korte

State Historic Preservation Officer

KK/prb

INTER-DEPARTMENTAL MEMORANDUM

DEPARTMENT OF HIGHWAYS

To K.F. Skoog, P.E., Supvr. - Location and Road Design

Date November 30, 1977

From Carl S. Peil, P.E., Mgr. - Hydraulics UnitSubject RS 236-1(1)
Winifred Bridge

The following information is provided as requested in your October 12, 1977, memo for inclusion in the Supplemental 4(f) Statement:

The drainage area for the Missouri River at this site is about 39,500 square miles. A continuous record gaging station has been operated for 39 years about 40 miles downstream where the drainage area is about 41,000 square miles. The records at this site were used in the hydrologic analysis for the Winifred Bridge.

Annual peak discharges for the Missouri River result from snow melt and generally occur after May 15 and before July 1. The maximum flood of record was 137,000 c.f.s. occurring on June 6, 1953, and the minimum yearly peak flow was 12,200 c.f.s. occurring on November 9, 1973.

The main channel of the Missouri River at this proposed crossing site is about 700 feet wide and provides depths of flow up to 15 feet before overtopping of the banks occurs. Flows of about 52,000 c.f.s. can be conveyed in this main channel without overtopping the banks; however, flows in excess of 50,000 c.f.s. seldom occur in this reach of the Missouri River. During only three of the past twenty years have flows greater than 50,000 c.f.s. been recorded and the mean daily discharges of only twenty days were in excess of 50,000 c.f.s. during this twenty year period.

For this report normal highwater elevation is defined as the water surface elevation which is attained during the mean annual flood. The mean annual flood being the magnitude of the flood with a reoccurrence interval of 2.33 years. The mean annual flood at this crossing has a magnitude of about 30,000 c.f.s.

The bridge presently being proposed will completely span the main channel of the Missouri River. Plans call for four piers within the normal highwater channel with center spans slightly greater than 200 feet. During normal highwater, the proposed bridge will not create a measurable increase in the water surface elevation. Small increases in the water surface will occur immediately in front of the piers and increases in the velocities will also occur along the piers. Minor local scour at the piers will occur during normal highwater; however, this will not create any problems.

(cont'd)

November 30, 1977
K.F. Skoog

Page 2
RS 236-1(1)
Winifred Bridge

The approach fill on the left bank will not create any constriction of floodwaters during the 100 year flood; however, the approach fill on the right bank will encroach on the 100 year floodplain. Relief pipes will be provided through the right approach fill to prevent ponding of water. The approach fills and piers will combine to create less than 0.2 feet of backwater during the 100 year flood.

Construction of the bridge will be performed so minimal short term degradation of the water quality occurs. Construction of the piers will be performed within sheet metal cofferdams to minimize increases in stream turbidity. Earthen dikes to facilitate construction over the flowing stream will not be permitted. Access to facilitate construction over flowing water will be permitted by measures such as temporary work bridges or barges.

PERMITS AND ACTIONS BY OTHER AGENCIES

Montana Floodway Management and Regulation Act - The Missouri River floodplain in this area will be delineated before this project is awarded to contract. A permit to construct the bridge and approaches will be obtained from the appropriate administrative body. Under provisions of the Act, a maximum of 0.5 feet of backwater by a proposed facility can be allowed.

Corps of Engineers - Permits will be obtained from the Department of the Army, Corps of Engineers, under appropriate provisions of Section 404, Federal Water Pollution Control Act Amendments of 1972 and the Rivers and Harbors Act of 1899.

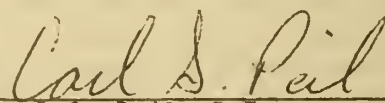
United States Coast Guard - Permits will be obtained from the Department of Transportation, United States Coast Guard, under appropriate provisions of the Rivers and Harbors Act of 1899.

Montana Pollutant Discharge Elimination System - Permits will be obtained from the Montana Department of Health and Environmental Sciences for discharges into the river associated with the dewatering of cofferdams.

We are providing a copy of the letter to the Bridge Bureau for their review and any additions they may have to the sections on Water Quality, the Coast Guard and Montana Pollutant Discharge Elimination System permits.

34-CSP:hb

cc H.E. Stratton
R.W. Freeman
H.D. Flickinger



Carl S. Peil, P.E.,
Manager - Hydraulics Unit



Mail & File

IN REPLY REFER TO

United States Department of the Interior

6223.1

BUREAU OF LAND MANAGEMENT
Judith Resource Area
Drawer 1160
Lewistown, Montana 59457

FEB 17 1978

Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

Reference is made to the draft supplemental 4(F) statement your department has prepared for the Lohse - PN Bridge crossing project, which is dated February 1, 1978.

We again take this opportunity to express our support for alternate alignment B for the crossing and approaches.

Surface and subsurface testing of the final right-of-way corridor should be conducted by the State Highway Department to determine possible impact on cultural resources. Your statement made reference (P.16) to the cultural resources surface inventory contract let by the Bureau of Land Management in the fall of 1977. This reconnaissance did encompass the entire Judith Landing National Historic District but all cultivated lands were omitted. The reconnaissance report has not been finalized, but it can be presumed that most of the corridor for either alternates A or B were not included in the survey. It is therefore strongly recommended that both surface and subsurface investigations be made, once final corridor determination is made. The Lewistown District Office archeological staff and other proper authorities should be provided with the results of such survey work.

Other agencies have previously commented on the importance of retaining the Lohse - PN Ferry as an artifact of historical interest once the bridge has been constructed. We agree with this recommendation, and further recommend that the details of the preservation techniques be discussed with the staff of the State Historic Preservation Office, Bureau of Land Management river management team and county officials involved, prior to any actual bridge construction work proceeding.





United States Department of the Interior

NATIONAL PARK SERVICE ROCKY MOUNTAIN REGIONAL OFFICE

655 Parfet Street
P.O. Box 25287
Denver, Colorado 80225

IN REPLY REFER TO:

L7621 (RMR)PN

FEB 21 1978

Mr. William Dunbar
Department of Highways
Montana State Highway Commission
Helena, Montana 59601

Dear Mr. Dunbar:

In summary of our telephone conversation of February 10, 1978, concerning the proposed Missouri River Bridge near Winifred, Montana, we are providing these comments concerning the bridge project as it relates to the Judith Landing Historic District. It should be noted that our comments are based solely upon the draft of the Supplemental Section 4(f) Statement provided by the Montana State Highway Commission for the Winifred Bridge Project.

First, we agree with the Montana State Historic Preservation Officer that the proposed bridge and access would have an "adverse effect" on the Judith Landing Historic District. Since the district includes significant prehistoric and historic archeological resources, we feel that any construction would adversely affect them. It is unclear in the Administrative Action Draft what specific steps would be taken to mitigate impact of construction on the archeological resources of the district. We suggest that the State Highway Commission meet with the Montana State Historic Preservation Officer to discuss acceptable plans to mitigate an "adverse effect" determination and then draft a memorandum of agreement to present to the Advisory Council on Historic Preservation for concurrence.

Second, we agree that there is a necessity for the bridge, but the Administrative Action Draft gives little indication that alternate locations were investigated. We recommend that you address this subject more thoroughly. In other words, the State Historic Preservation Officer will need documentation that no feasible alternatives exist outside the district, if that is the position you intend to maintain.

Third, the increased volume of traffic generated by the convenience of the new bridge would probably increase the number of visitors to the historic district. Increased visitation could also cause an "adverse effect" on the district's cultural resources, depending on measures implemented to protect them. We believe that the supplemental environmental impact statement should address this problem.



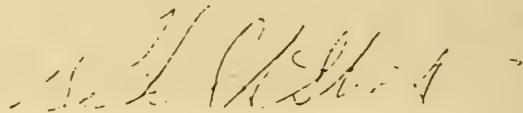
Save Energy and You Serve America!

28.43

Fourth, the fact that the Judith Landing Historic District is a significant monument to the transportation history of this area stands in favor of the present site for the bridge. Because the district represents a continuum of development, the bridge and new access would simply continue the historic pattern of development.

We hope these comments will help promote a suitable solution for all parties concerned. If you have any further comments, please contact Historical Architect Rodd L. Wheaton or Architectural Historian John Daugherty at (303) 234-2764.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Richard A. Strait", is written over a horizontal line.

Richard A. Strait
Associate Regional Director
Planning and Resource Preservation



United States Department of the Interior
HERITAGE CONSERVATION AND RECREATION SERVICE
~~BUREAU OF OUTDOOR RECREATION~~
MID-CENTRIN REGION

MAILING ADDRESS:
Post Office Box 25387
Denver Federal Center
Denver, Colorado 80225

STREET LOCATION:
603 Miller Court
Lakewood, Colorado
Telephone 244-2684

IN REPLY TO MONTANA DEPT. OF HIGHWAYS
E3039
30-00071

CEIV
FEB 27 1978

422261

Mr. Stephen C. Kologi
Chief, Preconstruction Bureau
Montana Department of Highways
6th Avenue and Roberts
Helena, Montana 59601

Dear Mr. Kologi:

This is in response to your February 1, 1978, request for our review of the preliminary Section 4(f) statement for the Winifred Bridge project (Project RS-236-1(1)49). The following is provided on a technical assistance basis only and does not represent the position of the Department of the Interior. The Departmental position will be established when the Secretary is asked to review the draft environmental/Section 4(f) determination.

GENERAL COMMENTS

The proposed project would involve a variety of resources subject to the provisions of Section 4(f)--the Missouri Wild and Scenic River, parklands, historic sites, and archeological resources. In addition, the Department of the Interior has statutory jurisdiction in this matter through both Section 6(f) of the Land and Water Conservation Fund Act and Section 203(d) of the act which added the Missouri River to the National Wild and Scenic Rivers System (P.L. 94-486). Consequently, the environmental/Section 4(f) statement for this project must serve the NEPA compliance for several actions of two Federal agencies--FHWA's approval of project funding and the Department of the Interior's approval of parkland conversion and replacement (Section 6(f), P.L. 88-578) and approval of location and design of the bridge (Section 203(d), P.L. 94-486). The selected highway alignment, as well as bridge location and design, must not only meet transportation objectives but also must have the least overall impact to the cultural, visual, recreational and natural values of the area.

PRELIMINARY SECTION 4(f) COMMENTS

In its present form, the Section 4(f) document contains insufficient information and analysis to establish that there is no feasible and prudent alternative and that all possible mitigation measures have been

Mr. Stephen C. Kologi, Helena, Montana

incorporated into the project. Identification of affected resources and analysis of the impacts are essential to selection of the least-impact alternative. Prior to circulation of the environmental/Section 4(f) statement, a thorough archeological survey should be conducted; and effects to and mitigation for historic and archeological resources should be established. If you have not already done so, you should initiate consultation with the Montana Historic Preservation Officer and the Advisory Council on Historic Preservation. Similarly, you should work with the Montana Department of Fish and Game to identify suitable replacement parklands, and with the Department of Fish and Game and the U.S. Fish and Wildlife Service regarding construction activities affecting the Missouri River or Dog Creek.

In this regard, our records indicate that the perpetual easement held by the Department of Fish and Game for the Judith River Recreation Area contains a reversionary clause. If the property ceases to be used for recreation purposes, it reverts to the owners. As a result, construction of the bridge through the campground may constitute a conversion of the entire parcel, and require replacement of 6 acres of land and the campground.

Feasible and Prudent Alternatives -- Although five reasons are listed for elimination of Alternate "E", we were unable to find any analysis of the severity of these problems. We note, however, that the crossing of "E" is only at a slight skew and could be avoided by moving the entire bridge to the downstream side of the ferry landing; that the adverse effects (and severity thereof) resulting from a channel change to Dog Creek have not been established; that the roadway approach from the north does not appear to constitute "sharp curvature"; and that by constructing the bridge downstream of the ferry landing, it appears possible to continue ferry operations during construction. Finally, we fail to understand how addition of the Judith Landing Historic District to the National Register of Historic Places, in and of itself, necessitates realignment of the roadway and bridge through parklands. The discussion of Alternate E must be expanded considerably in order to demonstrate that it is not a feasible and prudent alternative.

We also recommend that serious consideration and analysis be given to a crossing immediately upstream of the campground across the tip of the small island (Alternate "B" in the final environmental statement). This alignment would avoid both the campground and most of the wooded area on the south bank. It would also reduce the length of bridge span, reducing or eliminating the need for piers in the river itself.

Mr. Stephen C. Kologi, Helena, Montana

The discussion of river crossings other than the Lohse-P.N. Ferry site (p. 6) also needs to be expanded and corrected. Geologic information should be included documenting the infeasibility of other crossing sites (item b). Also, we are not aware of any Federal mandates which "established the Lohse-P.N. Ferry area as the bridge site location." Public Law 94-486 simply refers to a crossing "in the general vicinity of the community of Winifred, Montana." Another river crossing, downstream of Judith Landing, is closer to Winifred than the proposed bridge. The reference to a Federal mandate should be documented or deleted.

Measures to Minimize Harm -- In order to meet the provisions of Section 4(f) and Section 203(d) of P.L. 94-486, the final environmental/Section 4(f) statement should contain detailed design on both bridge location and mitigation to establish that all measures to minimize harm have been incorporated into the project. Based on our preliminary review, it appears that the following kinds of mitigation are needed:

- Location of bridge and approaches to minimize impact to historic, archeological, scenic, and recreational resources.
- Design of approaches to reduce high-speed traffic through the area.
- Design of bridge to avoid piers in the Missouri River, and to assure minimum visual impact of the structure.
- Replacement of parklands and facilities pursuant to Section 6(f), as well as provision of access to recreation sites and the river.
- Construction specifications (including timing and methods of construction) and appropriate monitoring procedures to minimize harm to cultural resources, use of recreation facilities, and the Missouri River.

This is not meant to be a complete list, but to indicate some specific measures which should be addressed in the draft Section 4(f) statement. Approval of project plans by the Department of the Interior and concurrence in the Section 4(f) determination will be contingent upon inclusion of commitments to specific location and design mitigation measures in the Section 4(f) statement.

Mr. Stephen C. Kologi, Helena, Montana

SUMMARY COMMENTS

The "Preliminary Section 4(f) Comments" in this letter are provided to give you an early indication of our thoughts about the Section 4(f) information and involvements. They do not represent the results of formal consultation by the Department of Transportation with the Department of the Interior pursuant to the requirements of Section 4(f) of the Department of Transportation Act. Such requirements would be fulfilled only when the Department of the Interior comments on any Section 4(f) statement which may be prepared and approved by the Federal Highway Administration for circulation.

Due to our jurisdictional concerns relating to this project, we would be willing to cooperate and provide technical assistance in further project assessment. We would also suggest a field review of the project by all affected parties. If we can be of further assistance, please let us know.

Sincerely,

Robert J. Arkins

Robert J. Arkins
Assistant Regional Director
Land Use Coordination

cc: FHWA, Helena, Montana
BLM, Lewistown, Montana
Regional Environmental Officer, Denver, Colorado
Montana Historical Society, Helena, Montana
State Liaison Officer, Helena, Montana
National Park Service, Denver, Colorado

Date Recd. Preconst. <i>2/25/78</i>		MAIL ROUTE		Adm'n	Initial
Act	Info				
		30			
		35	Public Relations		
		31	Public Affairs		
		32	Public Design		
		33	Environmental		
		34	Public		
		35	Transportation		
		36	Transportation		
		37	Freeman		
		38	Public		
		39	Public		
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		47	Public		
		48	Public		
		49	Public		
		50	Public		

MONTANA
RECEIVED

MAR - 9 1978

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

HELENA, MONT.

March 2, 1978

Mr. Stephen C. Kologi, P.E.
Chief, Preconstruction Bureau
State of Montana
Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

On February 17, 1978, the Council received and reviewed the draft supplement to the environmental statement (DSES) for the Winifred Bridge Project, Chouteau and Fergus Counties, Montana. Pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320) and Executive Order 11593, "Protection and Enhancement of the Cultural Environment" of May 13, 1971, the Council is charged with the responsibility of providing Federal agencies with comments on their undertakings which affect cultural resources. Until the Council has been notified by a Federal agency that it has determined an undertaking will affect a property included in or eligible for inclusion in the National Register of Historic Places, the Council is unable to comment.

The Council on Environmental Quality's guidelines for compliance with the National Environmental Policy Act of 1969 direct Federal agencies to forward copies of environmental statements prepared for undertakings which will have an impact on historical resources to the Council for review and comment. Therefore, because the Council has no legislative or administrative authority to comment to state agencies on their undertakings or environmental statements, the following remarks are directed to the Federal Highway Administration, which will provide financial assistance for the proposed undertaking.

In our review of the DES we note that the undertaking will affect the Judith Landing Historic District, Chouteau and Fergus counties, Montana, a property included in the National Register of Historic Places. Pursuant to Section 106 of the National Historic Preservation Act of 1966 (16 U.S.C. 470f, as amended, 90 Stat. 1320) Federal agencies must, prior to the approval of the expenditure of any

Page 2

Mr. Stephen C. Kologi

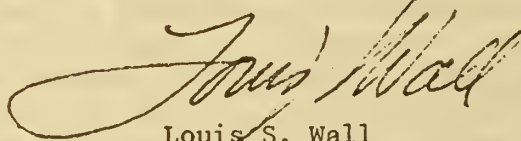
Judith Landing Historic District, Montana

March 2, 1978

Federal funds or prior to the granting of any license, permit or other approval for an undertaking, afford the Council an opportunity to comment on the effect of the undertaking upon properties included in or eligible for inclusion in the National Register of Historic Places. A copy of the Council's "Procedures for the Protection of Historic and Cultural Properties" is enclosed.

Until the requirements of Section 106 are met, the Council considers the DSES incomplete in its treatment of historical, archeological and cultural resources. To remedy this deficiency, the Council will provide, in accordance with its "Procedures for the Protection of Historic and Cultural Properties" (36 C.F.R. Part 800), substantive comments on the effect of the undertaking on these properties. Please call Brit Allan Storey of our Denver staff at (303) 234-4946 to assist you in completing this process.

Sincerely yours,



Louis S. Wall

Assistant Director, Office of
Review and Compliance, Denver

Enclosure

Date Recd. Preconst		3-9-78		
Act	Info	MAIL ROUTE	Attach	Initial
		✓ 30 SCA		
		30 Eng. Studies		
		31 Contract II		
		✓ 32 Loc. Study Design		
		33 SCA		
		34 Traffic		
		35 Engineering Design		
		35 Planning/Policy		
		✓ FHWA		
		✓ Freeman		
		✓ Flickinger		
		File		

MONTANA DEPT. OF HIGHWAYS
RECEIVED
MAR - 8 1978

OFFICE OF
BOARD OF COUNTY COMMISSIONERS

CHOUTEAU COUNTY, MONTANA

FORT BENTON

March 3, 1978

COMMISSIONERS:

Dale L. Shaakure, Big Sandy, Chairman
Henry I. Grassman, Shonkin
P.E. Peres, Fort Benton

Mr. Stephen C. Kologi, P. E.,
Chief, Preconstruction Bureau
Montana Department of Highways
Helena, MT. 59601

CLERK:
Joanne M. McCaffery
REGULAR MEETING
First Monday, Tuesday And
Wednesday Of Each Month

Dear Sir: RE: Your letter 2/15/78; RS-236-1 (I) Winifred Bridge Lohse-P.N. Ferry

In county government we must be concerned about services to our economy and people, and where we can get the necessary dollars to make those services a reality. Our primary concern in regards to the above named project is to eliminate the operation of a ferry in a problem area of the Missouri River (sand bars, bank erosion, low water, slow water and recreation boating) for about eight months of the year and to replace it with a bridge. As Commissioners we are interested in artifacts and historical or archaeological sites, however as county administrators we do not have funds or available personnel to become involved in such ventures, for we think those responsibilities extend beyond the boundaries of our respective counties (Chouteau and Fergus).

In regards to other comments called for in regard to the #1 question, and under the present county administration, there are two designated secondary routes in Commissioner District #1. The next allocation to the commissioner district is scheduled for route #236 (possibly 1979). The following allocation to the commissioner district would most likely go towards the completion of route #432.

The existing ferry and appurtenances is owned 1/2 by Chouteau County and 1/2 by Fergus County, and Fergus County has also shared in 50% of the cost of operation.

In regards to the history of the ferry, I understand that it was originally owned and operated by the P.N. Ranch. The present ferry site (since approximately 1913) is not the original site which I understand was up the river. I spoke with a Mrs. Forrest Rutledge (Big Sandy), whose father, Wm. Lohse operated the ferry back in around 1915. Her uncle, a Mr. Hartwig Lohse operated the ferry beginning around 1908.

The present ferry boat is a welded steel air tank construction and was built by Roy Lear in Big Sandy in June, 1950, at a total cost of \$10,782.16 which includes decking and painting. It is 18' by 50' in size, it is 3' deep and draws approximately 20" of water when crossing the river without load.

We have been concerned about securing the necessary funds to build a bridge and have not considered the alternatives available to us for the preservation of any out-moded equipment. We are presently renting the ferry site from the Pavlovick Brothers and assume that land in the immediate area may be expensive for building some sort of museum site. The State Fish & Game has inquired about acquiring the ferry should the bridge be built, and we in Chouteau County are not opposed to such an idea.

The county road right-of-way has been established by standard county road procedures and "Right of Use" over the past 65 years, however the land for the ferry operator's house and buildings is rented from the Pavlovick Brothers at \$100.00 per year.

Yours truly,

Dale L. Skaalure

Dale L. Skaalure, Chairman

Chouteau County Commissioners

DLS:jm

cc: Robert T. Barber,

Fergus County Commissioners

Lewistown, Montana

Date Recd. Preconst. 3-8-72			
Act	Info	MAIL ROUTE	Initial
		30	
		20 Eng. Specialties	
		31 Contract Plans	
		32 Loc. Road Design	
		23 Environmental	
		34 Hydrolic	
		35 Contract Design	
		36 Photogrammetry	
		<i>F. L. Linger</i>	
		37	
		38	
		39 Government Design	
		<i>F. L. Linger</i>	
		40	



DEPARTMENT OF HIGHWAYS

RECEIVED

MAR 22 1978

MROPD-M

DEPARTMENT OF THE ARMY

OMAHA DISTRICT, CORPS OF ENGINEERS

6014 U.S. POST OFFICE AND COURTHOUSE

OMAHA, NEBRASKA 68102

14 March 1978									
[Faint grid lines and illegible text]									

Mr. Stephen C. Kologi
Chief, Preconstruction Bureau
Montana Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

This responds to your memorandum of 1 February 1978 referencing Project-RS-236-1(1)49 requesting review and comments on the Draft Supplemental Section 4(f) Statement for the Winifred Bridge project.

In reviewing the project location, it does not appear to impact on any existing or planned Corps activities in the area.

The construction will apparently be done in a manner that will not require the placement of fill below the ordinary high water or the filling of the wetland area. A permit pursuant to Section 404 of the Federal Water Pollution Control Act Amendments of 1972 or Section 10 of the River and Harbor Act of 1899, therefore, will not be required.

It should be noted, however, that since the proposed construction is located in a navigable water of the United States, it would require a permit from the U. S. Coast Guard. Inquiries should be addressed to Commander, 13th Coast Guard (OBR), Federal Building, 915 Second Ave., Seattle, Washington 98174.

Comments concerning the proposed project should be requested from the State Historical Preservation Officer. Since Federal funds are involved in the construction of the proposed project, the Advisory Counsel on Historic Preservation should be given the opportunity to comment. This action is necessary in order to be in compliance with the National Historic Preservation Act of 1966 (P.L. 89-665) as amended by Public Law 94-422.

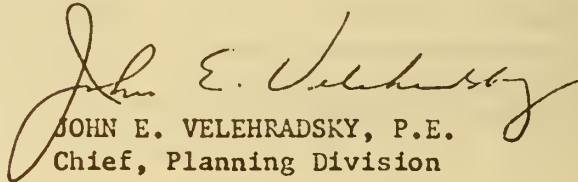
MROPD-M

Mr. Stephen C. Kologi

14 March 1978

We appreciate having had the opportunity to review this draft document. Please forward a copy of the final environmental statement when it becomes available.

Sincerely yours,


JOHN E. VELEHRADSKY, P.E.
Chief, Planning Division

Date Recd. Preconst. <u>3-22-78</u>			
Act	Info	MAIL ROUTE	Attach Initial
		30	
		30 Eng. Design	
		31 Consultant's	
		32 Loc. Plan Design	
		33 Eng. Detail	
		34 Graphic	
		35 Consultant Design	
		36 Radiography	
		<u>Freeman</u>	
		38	
		39	
		40	
		41 Consultant Design	
		<u>Flickinger</u>	
		File	



DEPARTMENT OF TRANSPORTATION
UNITED STATES COAST GUARD

MAILING ADDRESS
COMMANDER (oan)
THIRTEENTH COAST GUARD DISTRICT
915 SECOND AVE
SEATTLE, WASH 98174
PHONE (206) 442-5664

4/24/78

16591
Serial 187
21 April 1978

State of Montana
Department of Highways
ATTN: Mr. Howard E. Stratton, P.E.
Chief, Bridge Bureau
Helena, Montana 59601

RE: RS 236-1(1)49
(Winifred Bridge)

Gentlemen:

Your letter of 10 April 1978 with the attached three sets of plans for the reference bridge has been received. In response to your request, the following information is furnished to assist you in applying for a bridge permit.

There are basically two considerations, one for the navigation requirements and the other for the environmental considerations. To comply with the navigation requirements, our "Bridge Permit Application Guide" is enclosed.

Pages 8, 9, 10 and 11 of the 'Guide' describe the application procedure. If you will follow through these items individually, we will have the necessary information to commence processing your application. After reading the 'Guide', and preparing the application, I suggest you call Mr. Christensen of my staff to assure the application is complete. This may well avoid unnecessary correspondence later. Please pay particular attention to the 8 x 10 $\frac{1}{2}$ drawings you submit. The sample drawings, pages 17-21, should give you a good idea of the type drawing desired. The drawings are to depict the structures' effect on navigation and the environment. Construction type information is not desired. If fill is utilized for approaches, the total extent of the fills must be shown on both the plan and elevation views. The original drawings should be mylar, or similar. They are reproduced as shown on the sample Public Notice enclosed.

Our most recent correspondence from your Preconstruction Bureau indicates Montana is preparing new (or at least supplemental) Draft and Final EIS/4(f) Statements for the project. We will require two copies of the Final with the transmittal memo to EPA before submission of your application to our Headquarters for approval. We now have the 1974 EIS on file.

21 April 1978

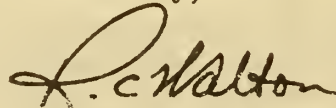
Subj: RS 236-1(1)49 Winifred Bridge

Please note the State of Washington Department of Ecology Notice of Application For Water Quality Certification attached to our Public Notice No. 78-M-06. We include the State Notice with our Public Notice to simplify and expedite the procedure. The Corps of Engineers also uses this procedure with their Public Notices. If the responsible agency in Montana has such a working agreement with the Corps, we would also welcome the opportunity to advertise for the Water Quality Certification in the same manner for the proposed bridge. Let us know if you desire this procedure.

Your 10 April 1978 letter requests preliminary approval of the plans you submitted. We are required to go through the full Public Notice procedure to gather pertinent information before any approval can be given. Your plans will provide clearances equal or greater than the established 'Guide Clearances', therefore, no reasonable objections from navigation are anticipated.

We look forward to receipt of your application.

Sincerely,



R. C. WALTON

Commander, U. S. Coast Guard

Chief, Aids to Navigation Branch

By direction of the District Commander

Encl: (1) As noted

DEPARTMENT OF ANTHROPOLOGY

University of Montana
Missoula, Montana 59801
(406) 243-0211

[illegible]

Stephen C. Kologi, Chief
Preconstruction Bureau
State of Montana
Department of Highways
Helena, Montana 59601

Dear Mr. Kologi:

Enclosed are the original copies of my reports of the surface examination of the following projects:

RS 233-1(1)
ER 72(21) (a re-examination after further flood damage)
Mobridge Trailer Pad
BRM 5210 (1)
M 5201 (1)
RRP 4139 (51)
F 1-9(4)542
RS 246-1(1)0
F 42-3(1)75
RS 236-1(1)49 (surface survey only)

With the exception of the last, all can be considered cleared as far as surface indications of cultural materials are concerned. We plan to return to the Winifred Bridge area (RS 236-1(1)49 as soon as the necessary arrangements have been completed and after we have completed the St. Regis area projects.

I enclose a copy of an essay from Science which you might find interesting--perhaps even useful.

Sincerely yours,

Charline G. Smith
Assoc. Professor
Field Supervisor

Subject: Archaeological Reconnaissance of Highway construction project # RS 236-1(1)49 (Lohse P-N Ferry Bridge)

Discussion and Findings: Since the entire area is a National Historic District, special effort is being made to locate cultural materials. A draft report of a survey conducted in autumn of 1977 under a Bureau of Land Management contract has been carefully examined by us and we have attempted to verify all reported sites within the proposed right-of-way.

Further, the Department of Highways has provided low-altitude infra-red photographs of the entire construction route to facilitate the location of cultural materials which might be below the ground surface.

Two lines of approach to the bridge, on the south side of the Missouri, have been walked in an attempt to examine the surface; however, thick and tall vegetation obscures most of the ground. Both alternates A and B have been previously altered by cultivation, irrigation, and pasturage of cattle. Long-time residents of the area report that no archaeological materials have been recovered from this part of the Missouri flood-plain. North of the Missouri, the entire right-of-way has been previously disturbed by an earlier approach to the ferry, by irrigation dikes, cultivation, and by power line construction; it appears that none of the original surface remains unchanged on this part of the route.

Surface examination of the proposed alternate approaches A and B was negative, partially because of the vegetative cover. Surface examination of the approach north of the river was also negative with the exception of a small amount of modern debris, and remnants of the earlier ferry landing in the river bank at survey station # 64 and directly in the center-line. This is part of reported site number 24CH324 described in the BLM draft report.

Within the general area, but off the right-of-way, are also reported sites: the present ferry (24FR218), the Lohse Ferry Cabin site (24CH322) and an old ferry cable (24CH323).

Infra-red photos, though of excellent quality, produced equivocal results at best in terms of locating subsurface cultural materials. On alternate A, in the vicinity of survey stations 40-48, and on alternate B, in the area of stations 24-29, are areas of relatively heavier infra-red absorption. In such a heavily vegetated area, however, interpretation is uncertain. In sum, our findings are negative for prehistoric materials and, for historic remains, verify sites previously reported by the BLM survey.

RS 236-1(1)49 cont.

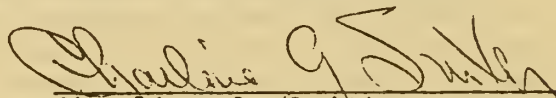
Recommendations: Since we have found no compelling surface evidence of archaeological materials, we have no basis for recommending additional work. Recent erosion of both the river bank and the bank of Dog Creek failed to provide any evidence of cultural materials in these natural soil profiles in precisely those areas which would be expected to show such evidence.

However, since subsurface tests are being required, we suggest small spot tests (by auger) from 2 to 3 meters deep. The tests should be made at 50-ft. intervals along the centerline of alternate A from the river bank to survey station # 35, and at 100-ft. intervals from station # 35 to station # 17, on the south side of the river. Testing of alternate B, also to a depth of 2 to 3 meters, should run from the river bank to survey station # 22, at 50-ft. intervals. We recommend no such tests on the north side of the river.

Mitigation: In the absence of cultural materials, or evidence of them at the present time, I have no recommendation for mitigation now. The suggested testing will be of minimal impact since the test holes will be very small and will be backfilled after the test.

Any other recommendations for mitigation would be based on the results of the subsurface tests.

18 July, 1978


Charline G. Smith
Assoc. Professor
Field Supervisor

D. N. Anderson

INTER-DEPARTMENTAL MEMORANDUM

DEPARTMENT OF HIGHWAYS

To Stephen C. Kologi, P. E., Chief,
Preconstruction Bureau
From K. F. Skoog, P. E., Supervisor,
Location and Road Design Section

Date July 20, 1978
Subject RS-236-1(1)49
Bridge-Northwest
of Winifred

Following is a resume of the comments made during the field review of the proposed bridge and its approaches over the Missouri River on secondary route #236 northwest of Winifred, Montana.

The representative of the State Historic Preservation Officer, Ms. Edrie Vinson, raised the question that the adverse effects as stated in "Procedures for the Protection of Historic and Cultural Properties" have not been sufficiently addressed on Alternatives A, B, P or any other proposed routes. The adverse effects that seem to worry the S. H. P. O. was "Introduction of visual, audible, or atmospheric elements that are out of character with the property or alter its setting;". These adverse effects according to the S. H. P. O. must be addressed on alternatives A, B, P or other proposed routes in the supplemental E. I. S.

Some of the suggestions from the S. H. P. O. would be to choose alternative B so the cottonwood trees from Stations 24+00 to 28+00 on the left would help attenuate the noise and hide the road. The S. H. P. O. also suggested a new route between alternatives A and B. The S. H. P. O. recommended subsurface investigation so that no artifacts or other historical articles are found or destroyed during construction which would cause work to stop. This subsurface investigation would help mitigate the adverse effects on Alternatives A and B.

The S. H. P. O. suggested another public hearing to discuss the design of the alternates A and B. The first public hearing that was held just addressed the route and locations. The other people present which included Fergus and Chouteau County Commissioners and the Mayor of Winifred did not see any reason to hold another public hearing.

The S. H. P. O. had given the Highway Department a map showing potential archeological sites and requested at this time the map not be made public. The only sites that should be made public are the ones that will be adversely effected. The S. H. P. O. has indentified other sites and is in the process of updating this map.

Mr. Kologi stated that the design of the bridge and approaches will proceed as fast as possible. The Department will proceed with the development of an official draft supplement to the E. I. S. in close cooperation with the S. H. P. O.

The topic of what should be done with the ferry when the bridge is completed was discussed. The people present agreed that the ferry should be preserved in some manner. The B.L.M. personnel from Lewistown expressed an interest in displaying the ferry on a piece of land in the area "if" they had the funds and "if" they could obtain the land. Finances seem to be the major stumbling block to buying the land and maintaining the displayed ferry at this time.

The Highway Department is willing to schedule another on-site review with those federal agencies out of Denver unable to make this meeting, at their convenience. This meeting is now tentatively scheduled for August 16th.

The park area that is leased by the Fish and Game Department is located on the north side of the river. The park area contains six wooden picnic tables, six garbage cans, a hand-pump well and an outhouse all within an area of 2.0+ acres. This area is fenced off with barbed wire and wooden posts. Fireplace pits had been build but most were damaged in the ice jam of the spring of 1978. Bureau of Outdoor Recreation funds have been used to build some facilities in the park so a 6-F involvement does apply.

The Fish and Game Department suggested acquiring an area of land on the westerly boundary of the park to mitigate damage to the taking of park land. A parcel of land was also suggested somewhere on the south side of the river to mitigate damages.

During conversations with Milan Pavlovick, the park lessor, he commented on the park area. Approximately 10 feet of the park river bank area has been lost to erosion. The weeds and native grasses were at least waist high in all areas of the park except the roads.

It was mentioned one of the social effects of not having a bridge over the Missouri River at this site is that a resident of Winifred has voluntarily provided emergency air service back and forth across the river for the past 50+ years.

Identifying the effects on the Historical District and the necessary mitigating measures seems to be the biggest problem to complete writing the supplemental draft to the E. I. S.

Following is a list of the people that attended this meeting:

D. L. Vanek, Department of Highways, Helena
S. C. Kologi, Department of Highways, Helena
S. A. Naseem, Department of Highways, Helena
H. E. Stratton, Department of Highways, Helena
R. W. Freeman, Department of Highways, Helena
Martin VanMil, Department of Highways, Lewistown
Bill Dunbar, Federal Highway Administration, Helena
Edrie Vinson, State Historic Preservation Office
Bob Tholt, Department of Highways, Helena
D. D. Anderson, Department of Highways, Helena
H. D. Flickinger, Department of Highways, Havre

Don Pfau
102 Hillcrest Drive
Lewistown, Montana 59457

Charline G. Smith
Department of Anthropology
University of Montana
Missoula, Montana 59801

George N. Ruebehmann
B. L. M.
District Office
Drawer 1160
Lewistown, Montana 59457

Otto Jensen
Board of County Commissioners
Fergus County Courthouse
Lewistown, Montana 59457

Bill Cutler
B. L. M.
District Office
Drawer 1160
Lewistown, Montana 59457

John Fields
B. L. M.
District Office
Drawer 1160
Lewistown, Montana 59457

Bob Phillips
Board of County Commissioners
Fergus County Courthouse
Lewistown, Montana 59457

Tim O'Hare
Asst. Fergus County Attorney
Lewistown, Montana 59457

John M. Pavlovick
Big Sandy, Montana 59520

Michele Scally
Department of Anthropology
University of Montana
Missoula, Montana 59801

Frank E. Drga
Big Sandy, Montana 59520

Gary Leppart
B.L.M.
District Office
Drawer 1160
Lewistown, Montana 59457

Milan Pavlovick
Big Sandy, Montana 59520

J. O. 'Boots' Asbjornson
Mayor
City of Winifred
Winifred, Montana 59489

Donn Pennell
Highway 236 Bridge Assn.
Montana Building
Lewistown, Montana 59457

32/KFS/BT/dh


K. F. Skoog, P. E., Supervisor,
Location and Road Design Section

cc: J. R. Beckert
K. F. Skoog
R. E. Champion
All of the above list

INTER-DEPARTMENTAL MEMORANDUM

DEPARTMENT OF HIGHWAYS

To D. D. Anderson, P. E., Civil Engineer V
Location and Road Design Section

From R. Tholt, Civil Engineer, I
Location and Road Design Section

Date July 24, 1978

Subject RS-236-1(1)49
Bridge-Northwest
of Winifred

On July 12, 1978 a preliminary plan-in-hand was held on the subject project in the Lewistown office, with a field review in the afternoon.

The following personnel attended this meeting:

R. W. Freeman, Department of Highways
L. Stewart, Department of Highways
D. D. Anderson, Department of Highways
R. Tholt, Department of Highways
T. Yarger, Department of Highways
H. E. Stratton, Department of Highways
J. Hamill, Department of Highways
D. McIntyre, Department of Highways
S. Naseem, Department of Highways
C. Smith, University of Montana, Anthropology Department
M. Scally, University of Montana Anthropology Department
R. W. Boland, Fish and Game, Helena
W. Spojka, Fergus County Attorney
O. Jensen, Fergus County Commissioner
R. Phillips, Fergus County Commissioner
W. J. Hauck, Department of Highways
R. Barber, Fergus County Commissioner
M. Poore, Fish and Game, Lewistown

Following are comments and recommendations made during this review:

1. Request the right-of-way section make a study as soon as possible to determine the irrigation ditches that need to be perpetuated on Alternatives A and B. Hydraulics to furnish recommendations for type and size of facilities to be used.

2. Hydraulics section recommends that all lateral irrigation ditches on Alternatives A and B be combined into one irrigation ditch and run under the roadway in one pipe rather than each individual lateral.

3. Infrared photos of the area indicated a possible Archeological site on Alternative B to the east of stations 25+00 to 30+00. Dr. Taylor of the University of Montana on a field inspection on July 13th found that standing water resulted in this area being highlighted in the photos.

4. Other potential Archeological sites are located west of Dog Creek at station 40+00 to 55+00 on Alternative A and 48+00 to 55+00 on Alternative B.

5. No artifacts have been discovered to this date on either Alternative A or B during the surface investigation.

6. C. Smith and her assistant M. Scally will investigate potential borrow pit sites when the locations are known.

7. C. Smith will investigate Missouri River bank from outlet of Judith River to outlet of Dog Creek for artifacts.

8. C. Smith stated that her surface investigation report should be out by July 21st.

9. A flatter curve on Alternates A and B from Stations 67+64 to 73+74 was recommended and will be incorporated into the design.

10. A flatter curve on Alternate B from stations 45+43 to 52+55 was recommended and will be incorporated into the design.

11. A welded plate girder bridge was recommended by the bridge section. The bridge will have a 20 foot clearance above normal river flow.

12. Four bridge piers will be in the river and designed to be the least hazardous and aesthetically pleasing to people floating the river and still perform their function.

13. R. W. Boland of the Fish and Game Department discussed the possibility of water that is pumped out of the coffer dams used for pier construction raising the turbidity of the river. H. E. Stratton, Chief of the Bridge Bureau, assured Mr. Boland that all possible measures will be taken to minimize pollution to the river during construction.

14. The bridge ends will be located so that the existing accesses will be maintained between the approach fills and the river. The north access underneath the bridge will have a 14'0" clearance height and the south access will have 13'4" clearance.

15. The color of the bridge will have to be addressed in the supplementary impact statement.

16. The possible staging area for the bridge construction materials and equipment was raised by Mr. Boland of the Fish and Game Department. This area could be specified in the special provisions.

17. Mr. Boland of the Fish and Game questioned the possibility of both Alternatives acting as dams during an ice jam on the river. The Hydraulics section is to determine what size of pipes, if any, are needed to handle this possible flood situation. The elevations of the ice blocks from this Spring's ice jam can be obtained from the Lewistown B. L. M. office.

18. The county commissioners of Fergus County requested that any guardrail needed be of the cable type with metal posts. The cable type was preferred due to the snow build-up problems encountered with the flexible beam type of guardrail.

19. Request Hydraulics study the question of riprapping on Dog Creek because it has moved to within 50'± of staked center-line on Alternative A.

20. It is requested that the Hydraulics Section study the riprapping of the south bank of the river so that access under the bridge will not be undercut.

21. We talked with Milan Pavlovick on July 13th about the movement of the north bank of the river. It is requested that the Hydraulics Section study the possibility of riprapping the north river bank. According to Milan about 20 feet of river bank has been eroded away since 1956. The riprapping of the north bank could also be necessary so that the access under the bridge will not be undercut.

22. As a result of the field inspection on the 13th at least two power poles will have to be moved on the north bank of the river.

23. The suggested road approach at approximate station 71+00 to the right was in agreement with M. Paulovick.

24. The following road approaches were recommended by the manager of the P. N. Grazing Association

Alternative A

Station +80[±] LT & RT
Station 30+00 LT & RT

Alternative B

Station 5+00 RT
Station 20+00 LT & RT
Station 43+50 RT

25. It is requested that the Lewistown office re-cross section from Stations 40+00 to 55+00 Rt. on Alternative A and from Station 50+00 to 55+00 Rt. on Alternative B. These cross sections are needed because during the field review it appeared that Dog Creek has moved since the area was topoged in March 1977.

26. It is requested that the Lewistown office provide cross section information on access roads underneath the bridge on the north and south banks. These should run at least 200' Lt and Rt of staked centerline. These distances are needed so that total length of bridge can possibility be decreased and the access roads still maintained underneath the bridge.

27. The grades and horizontal alignment on Alternatives A and B were approved as drawn with the exceptions noted in the previous paragraphs.

32/RT/dh

cc: R. Tholt



R. Tholt, Civil Engineer I,
Location and Road Design Section

114044

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, MT 59601
August 1, 1978



Mr. Ronald Richards, Director
Department of Highways
Helena, MT 59601

ATTENTION: Mr. Steve Kologi

Dear Mr. Richards:

We have reviewed your proposed project RS-236-1(1)49, Bridge Northwest of Winifred. Based on existing information, we will tentatively approve the bridge as designed, and riprap of Dog Creek on the south approach, if required.

We understand that excavation for bridge piers will be completed within sheet coffer. Excavations will not be dewatered until excavating is complete. Material excavated should be disposed of in an area acceptable to agencies with jurisdiction on adjacent lands, and should not be placed back in the river. The location of the staging area should also be coordinated with those agencies.

Some agreement to satisfy Section 4-f and possibly 6-f requirements should be negotiated with our Parks Division. If this includes riprap of either bank of the Missouri River, please notify this office for plan review as required by the Stream Preservation Act.

Since significant water pollution may result from this project, we are so advising the Department of Health and Environmental Sciences as per our 1977 Memorandum of Agreement with that agency.

Sincerely,

Robert F. Wambach
State Fish and Game Director

By: *R. W. Boland*
Ralph W. Boland, Assistant Administrator
Ecological Services Division

RWB/sd

cc: Don Willems
Ron Holliday
Burt Rounds, Attn: Gary Wood
Nels Thoreson, Attn: Al Wipperman
Howard Stratton
Harold Stewart

MAIL ROUTE		8/3/78
Adm	Info	Initial
FREEMAN		
F&G File		

44

OFFICE OF
BOARD OF COUNTY COMMISSIONERS
CHOUTEAU COUNTY, MONTANA
FORT BENTON

COMMISSIONERS:
Dale L. Skelton, Big Sandy, Chairman
Henry L. Grossman, Shoshone
P. E. Perce, Fort Benton

August 7, 1978

CLERK
Joanna M. McCafferty
REGULAR MEETING:
First Monday Tuesday And
Wednesday Of Each Month

Governor Thomas Judge
State Capital
Helena, MT. 59601

Dear Governor Judge:

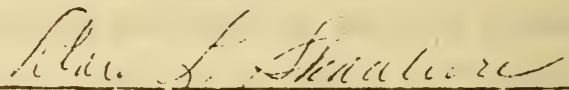
Approximately 20 years ago HB262 was introduced in the Montana Legislature to appropriate money for a bridge at the Lohse (P.N.) crossing of the Missouri River 45 miles S.E. of Big Sandy. In 1971 the counties of Blaine, Chouteau and Fergus contributed matching funds from their secondary roads allocation towards some title 23 funds provided by the Federal Department of Transportation for a bridge site study. Later on Chouteau and Fergus counties again allowed for the use of secondary road funds for more studies. To date the counties have allocated to the State Highway Department over \$100,000.00 from their share of Federal and State secondary funds to gather facts and accumulate the necessary data in hope that the 30-year dream of a bridge at the P.N. crossing might become a reality. The 1977 State Legislature passed Senate Joint Resolution #36 calling for formulation of a bridge plan at this site.

On 13 July, 1978 approximately 30 people who were representative of various agencies, the local governments and the citizenry met at the proposed site for an on the site inspection of the State Highway Department proposal. However it still appears that there are hold backs on this project, and that the acquisition of funds has not been determined. You may be aware of the fact that Chouteau County accomplished a ten mill county wide tax levy on its people to provide the matching funds that built the bridge at Fort Benton in 1963, and we at the county level feel that we have exerted effort and funds to provide a bridge that serves more than the county and that the primary responsibility for the bridge at the P.N. crossing should be the responsibility of the state, rather than that of Chouteau and Fergus counties who have just needs for the improvement of roads in the respective counties with secondary road funds.

Page two

Many of us feel that this bridge would serve as a needed connecting link to shorten travel distances between the north and south parts of our state, and it would also help to redistribute the heavy traffic on highway #87. We solicit the support of your office in bringing this long sought after bridge into reality.

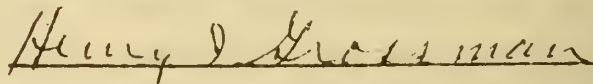
Yours truly,



Dale L. Skaalure, Chairman
Board of County Commissioners
Chouteau County

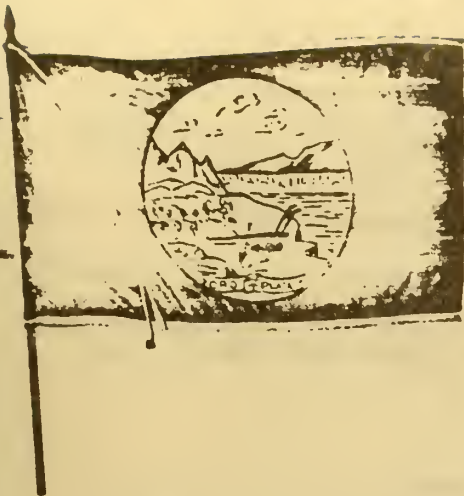


P. E. Peres, Member



Henry I. Grossman, Member

DLS:jm



THOMAS L JUDGE

GOVERNOR

R. F. Skoog

STATE OF MONTANA
DEPARTMENT OF HIGHWAYS

HELENA, MONTANA 59601

RONALD H. RICHARDS
DIRECTOR OF HIGHWAYS

August 16, 1978

IN REPLY REFER TO

RS 236-1(1)49
Bridge and Approaches
NW of Winifred

HEB-MT

U.S. Department of Transportation
Federal Highway Administration
Federal Office Building
301 S. Park Street
Drawer 10056
Helena, Montana 59601

Attention Mr. Harold N. Stewart, Division Administrator

Gentlemen:

Pursuant to a meeting with the Montana State Historic Preservation Office, it was determined that consultation with the Advisory Council on Historic Preservation on the above referenced project should begin immediately. Since the ACHP must be formally addressed by a federal agency, the attachments should reflect FHWA's involvement.

This office has not yet received the results of Dr. Smith's subsurface testing. Upon receipt, these findings should be incorporated in the Preliminary Case Report. We understand another meeting is scheduled for the early part of September - - Perhaps the ACHP will take this opportunity to conduct an on-site inspection. Owing to the controversial aspects and nature of the project, we feel that an on-site inspection would be a requisite part of the consultation process. It is imperative that we solicit input from the ACHP at this time; the project will affect a National Register property and their comments must be included in the supplemental environmental impact statement.

GEORGE VUCANOVICH CHAIRMAN
HELENA

28.69

DAVE MCNALLY
BILLINGS

BAXTER LARSON
WOLF POINT

EQUAL EMPLOYMENT OPPORTUNITY / AFFIRMATIVE ACTION EMPLOYER

The general description of the undertaking that we have provided will probably suffice as a preliminary case report though the mitigation of adverse effect on specific alternate alignments is not discussed in great detail. This office will contact Brit Allan Storey in the Denver Office of Review and Compliance to explain the urgency of our request for ACHP comments, and the tentative schedule of the next meeting.

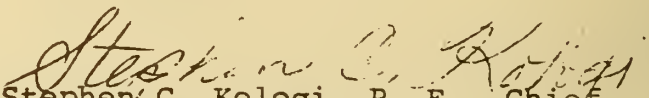
Please make any necessary adjustments if you see the need for additional information or revision in the attached draft correspondence.

33-SCK/DLV/js

Very truly yours,

Attachments

cc D. S. Johnson
G. L. Larson
K. F. Skoog
D. L. Vanek
E. Vinson


Stephen C. Kologi, P. E., Chief
Preconstruction Bureau

AUG 18 1978



HELENA, MONTANA

DEPARTMENT OF ANTHROPOLOGY

University of Montana

Missoula, Montana 59801

(406) 243-0211

16 August 1978

Stephen C. Kologi, Chief
Preconstruction Bureau
State of Montana
Dept. of Highways
Helena, Montana 59601

Dear Mr. Kologi:

Enclosed are the original copied of my reports of the examination of the following projects:

- RS 564-1(1)4 Buck Bridge
- RS 404-1(1)0 Chester - North
- I-15-8(19)353 N. Shelby Interchange
- I-15-8(19)354-369 Shelby-Oilmont Jct.
- S 220-1(1)14 Agawam North
- Gravel pit related to the Winnett E-W project
- RS 57-2(2)21 Geyser-Stanford
- Gravel pits and borrow sources related to the Geyser-Stanford project
- RS 236-1(1)49 Lohse P-N Ferry Bridge (Testing Phase)
- Gravel pits and fill sources related to the Lohse P-N ferry Bridge project

With the exception of a single possible gravel source on the Geyser-Stanford project, all the above can be considered cleared for construction work as far as surface archaeological and historical survey are concerned.

Very truly yours,

Charline G. Smith
Charline G. Smith
Field Supervisor

Date Recd. Preconst. 8/18/78	Initial								
	Attach								
	MAIL ROUTE								
	Info								
	Act								

Subject: Testing Phase of the Archaeological Reconnaissance
of Highway construction project # RS 236-1(1)49
(Lohse P-N Ferry Bridge)

Discussion and Findings: As proposed in my report of 18 July, 1978, subsurface testing of the proposed A and B lines south of the river has been carried out. The proposal called for tests at 50-ft. intervals along the A line from the river bank to survey station # 35 and at 100-ft. intervals from there to station # 17. On the B line, we proposed test at 50-ft. intervals to survey station # 22.

With very few exceptions as required by the existence of fence-lines and irrigation ditches, the proposal was carried out.

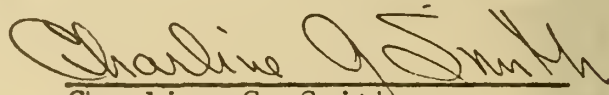
The subsurface tests were conducted by means of holes bored by an auger with a 24-inch diameter. The average depth of the holes is about 7 feet (a little deeper than proposed). The dirt was examined on the auger, then as it was spread out on the ground--this gave us a very good view of all the dirt and there is almost no chance that cultural materials were overlooked. The side of the auger hole was also examined; if there was any question, one of us (either the field supervisor or the assistant) went down into the hole and examined more closely.

In no case was any material of a cultural nature found; with the exception of a rare bone fragment or bit of organic material, we encountered only silt, sand, gravel, and wet clay.

Recommendation: During the Testing Phase of both the proposed A and B lines, we found absolutely no evidence of cultural materials. In my opinion, construction may proceed without endangering prehistoric or historic structures or features.

Mitigation: None proposed.

August 15, 1978


Charline G. Smith
Field Supervisor

Attachment: Highway maps showing the placement of the test holes ▲, the number of each hole, and the depth in parentheses.

Subject: Surface examination of gravel pits and/or fill sources
related to Highway construction project # RS 236-1(1)49.

Discussion and Findings: The areas examined were:

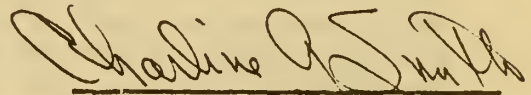
N $\frac{1}{2}$ Sec 36, T23N, R16E
N $\frac{1}{2}$ SW $\frac{1}{4}$ Sec 30, T23N, R17E
SW $\frac{1}{4}$ Sec 24, T23N, R16E
NW $\frac{1}{4}$ Sec 23, T23N, R16E

All the above were surveyed with negative results.

Recommendation: No further examination

Mitigation: None necessary

15 August 1978


Charline G. Smith
Field Supervisor

Montana Division
Federal Office Building
301 S. Park, Drawer 10056
Helena, Montana 59601

August 24, 1978

HEB-MT

Mr. Louis A. Wall
Advisory Council for Historic Preservation
P. O. Box 25085
Denver, Colorado 80225

Dear Mr. Wall:

The Montana Department of Highways and our agency are proposing the construction of a Federal-aid Secondary project near the P.N. Ferry Crossing northwest of Winifred, Montana. The project consists of a new highway bridge and approaches and is described in detail in the attached 1974 EIS. The project crosses the Judith Landing Historic District, Chouteau and Fergus Counties, Montana, a property listed in the National Register of Historic Places.

The Department of Highways and our office have been in contact with the State Historic Preservation Officer and it is his belief that the project may have an adverse affect on the Historic District. Accordingly, we are requesting the comments of the Advisory Council as provided in section 800.4(e) of the Regulations.

The attached reports and correspondence should serve as a preliminary case report. We are tentatively planning a field review of the project on September 6, primarily for the benefit of the several Denver based Department of Interior agencies. We hope the Advisory Council could also use this opportunity to review the project and consult with us.

After resolution of the problem of crossing the Historic District our agency will proceed with the development of a supplemental section 4(f) statement and additional 106 procedures to document all impacts on all historic and archeological areas, parkland and the Wild and Scenic River.

If you need additional information please feel free to call our office in Helena. (FTS 585-5310).

Sincerely yours

H. N. Stewart
H. N. Stewart
Division Administrator

WSDunbar/jem

RS 236-1(1)49
Bridge Approaches
Lohse - P. N. Ferry
NW of Winifred

We are hereby requesting the Advisory Council's comments on the effect of the above referenced project on the Judith Landing Historic District, Chouteau and Fergus Counties, Montana, a property listed in the National Register of Historic Places.

The prime reason that the bridge is being located in the historic district is that this is one of the traditional crossings of the Missouri and already serves through highway traffic by means of a ferry. The area comprising the Judith Landing Historic District covers a segment of the Wild and Scenic Missouri River that was designated "recreational" which allows for accesses by roads in this area. Also, the enabling legislation for the Missouri Wild and Scenic River designation indicated that the Secretary is authorized to permit a bridge constructed in the area. Accordingly, it appears there is no way to cross the Missouri in this area without traversing the historic district.

The proposed project involves a variety of resources -- the Missouri Wild and Scenic River (Public Law 94-486; 90 Stat. 2327; 16 U.S.C. 1274), a parkland leased by the Montana Department of Fish and Game, and numerous historical and archeological sites. Thus, highway alignment and bridge location and design planning is comprised of consultation among the Montana Highway Department, the State Historic Preservation Office, Montana Department of Fish and Game, the Bureau of Land Management, local landowners and townspeople.

The Lewistown District Office of the Bureau of Land Management contracted the services of Mineral Research Center for a cultural resource inventory of the Judith Landing Historic District as part of their management plan of the district and the Wild and Scenic River Act. Their survey covered approximately 6,860 acres within a 10,680 acre study area (the study did not include cultivated lands). According to Dr. Michael Gregg, principal investigator on the study and manager of the cultural resource division of Mineral Research Center, the likelihood of encountering buried cultural deposits is high in the Judith Landing area. Subsurface archeological testing was conducted on both alternates A and B and no evidence of cultural material was found, (see attached reports and maps).

The attached EIS contains an extensive discussion of alternates that were considered prior to the time the Judith Landing Historic District was established so further effort has been made to select a route that will do minimum harm to the area and the existing buildings.

The alternates lettered A and B on the attached map have the same bridge site which is the same location as alternate C as discussed in the EIS. The approach roads to the bridge from the south are the only difference in Alternates A and B.

Alternate P crosses the Missouri River immediately downstream from the confluence of the Judith and Missouri Rivers. This alignment would require a longer structure than on A or B and more roadway construction.

Following is a brief discussion of other alternates considered but disregarded because of various significant reasons. Proceeding in order downstream or to the east of the proposed bridge site on Alternates A and B: any adjustment of the south bridge end to the east will cause the embankment of the south approach to encroach on Dog Creek. Further adjustment to the east would require channel change of Dog Creek or another structure to span this creek. The Fish and Game have stated that they would prefer not to encroach upon Dog Creek.

Any alternate that would miss the historic site boundary on the east would have to cross a "Wild" segment of the river and necessitate construction of about 12 miles of all new roadway.

Proceeding upstream or to the west of proposed bridge site: any adjustment of the north bridge end to the west would encroach on the area of parkland developed for camp and picnic site facilities. An alignment further west to miss the parkland would require a longer structure not only to span the river proper but also side channels on both sides. An alignment beginning about two miles south of the ferry crossing on the secondary route and proceeding north-westerly would require a structure crossing of the Judith River, a bridge site crossing the Missouri River just west of Old Fort Claggett and connect with an unimproved road on the north side all of this still within the historic district. This would also require approximately five miles of roadway construction.

To miss the historic district to the west would again involve crossing a "wild" segment of the river and approximately eight miles of roadway construction with a structure crossing the Judith River.

Based on these factors, it is our belief that lines A and B are the most reasonable and prudent alternates. The Lewistown District Office of the Bureau of Land Management and the State Historic Preservation Office both prefer alternate alignment B in order to avoid impacting fields irrigated as a result of the 1884 Desert Land Treaty. They also contend that a grove of cottonwood trees would serve to mitigate the visual and audible intrusion to the district. At the field review held on July 13, 1978, the majority of those in attendance favored line A which is the most direct and

is actually located further away from the main portion of historic buildings than is alternate B.

Of the two lines, line A is the most desirable from highway design standpoint. It has better alignment and avoids a sharp curve at the south end of the bridge. The line passes 1500+ feet from the P. N. Ranch buildings and is to a large extent screened from the buildings by existing trees. The field crossed by line A is believed to be one of the oldest irrigated fields along this portion of the Missouri River. It is still used as an irrigated field and has been for many years so all headgates have been modernized and the system has been altered over the years. The owner indicated at the recent field review that with alignment A he could reorganize his irrigation system so that all the remaining fields would be productive.

Possible Mitigation

At the present time we see little to mitigate since the impacts seem minimal. The irrigation system on line A will be perpetuated through the new highway by the placement of culverts. Therefore the field could remain a working field in the future much the same as it has in the past. Line B does cut across a corner of the field on the northwest side and passes 200+ feet east of the buildings.

The Montana Department of Highways has a program of roadside historic interpretive signs that have been developed since the 1930's. The Department has proposed to work with the S.H.P.O. and others to develop a historic sign and road turn-out so that motorists can learn about this historic area. To date there is no roadside information concerning this district.

Interest has been shown in retaining the ferry after the bridge has been built. The Lewistown District of the B.L.M. has stated that it would like to display the ferry on a piece of land depending on whether the land and funds are available. As evidenced at the plan-in-hand and field review held in July, local people are strongly supportive of efforts to get construction of the bridge underway. However, most are dismayed at the complexity surrounding procedures of compliance with Section 106 of the National Historic Preservation Act and Executive Order 11593.

The Advisory Council's comments must be considered to ensure that the selected route will have the least impact in conformance to all preservation laws and regulations. We are requesting an on-site inspection to review the various alternate alignments and to consider the overall impact to the cultural resources in the area.

Advisory Council on
Historic Preservation
1522 K Street N.W.
Washington, D.C. 20005

MONTANA DEPT. OF HIGHWAYS
RECEIVED
SEP 21 1978
HELENA, MONTANA

September 14, 1978

Mr. H. N. Stewart
Division Administrator, Region 8
Montana Division
Federal Highway Administration
Federal Office Building
301 S. Park, Drawer 10056
Helena, Montana 59601

Dear Mr. Stewart:

This is in response to your letter of August 24, 1978, and the resultant September 6 on-site inspection, regarding Judith Landing Historic District, Fergus and Chouteau Counties, Montana, a property included in the National Register of Historic Places. We appreciate your arranging this on-site inspection in accordance with Section 800.5(b) of the "Procedures for the Protection of Historic and Cultural Properties" (36 CFR Part 800). Fortunately, we were able to make changes in our schedules which permitted Brit Storey of our staff to participate in that on-site inspection.

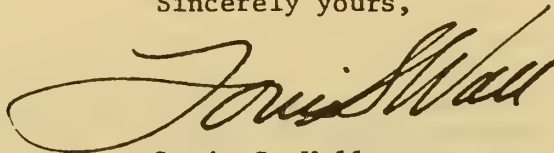
After the on-site inspection a meeting was held at the Lewistown District Office of the Montana Department of Highways. We believe that the outline developed during that meeting can serve as the basis for the Federal Highway Administration's proposal for a Memorandum of Agreement on measures to mitigate the adverse effects of the proposed bridge and approach road construction on the Historic District, in accordance with Section 800.5(g) of the Procedures. Our review of that outline has revealed three additional items which should be addressed in the FHWA's proposal: (1) Should future development of the relocated road occur, such as widening or paving, the Council should be given the opportunity to comment on the new undertaking in accordance with the Procedures; (2) If any development of the northern terminus of the present ferry for a boat launching ramp and associated road improvement is proposed, the FHWA should address the effects of this work on the Lohse Ferry Cabin (24 CH 322) at that location and afford the Council the opportunity to comment; and, (3) Whether or not any remnants of the Lohse Flume and Pumphouse Site (24 CH 324) can be located.

Page 2

Mr. H. N. Stewart
Judith Landing Historic District
September 14, 1978

We look forward to receiving the FHWA's proposal once the details have been worked out with the Montana State Historic Preservation Officer. If we can be of further assistance in this matter, please contact Dr. Storey at (303) 234-4946, an FTS number.

Sincerely yours,

A handwritten signature in dark ink, appearing to read "Louis S. Wall". The signature is fluid and cursive, with a large, sweeping initial "L" and a stylized "W".

Louis S. Wall
Assistant Director, Office of
Review and Compliance, Denver

INTER-DEPARTMENTAL MEMORANDUM

DEPARTMENT OF HIGHWAYS

To— D. D. Anderson, P. E., Civil Engineer V,
Location and Road Design Section
 From— R. D. Tholt, Civil Engineer I
Location and Road Design Section

Date September 26 , 1978

Subject RS-236-1(1)49
 Bridge Northwest
 of Winifred

On September 6, 1978 an informational review conference was held for the bridge over the Missouri River and its approaches near Winifred, Montana at the Lewistown office of the Department of Highways. After the conference a field review of the area was conducted.

The following personnel attended this meeting:

R. W. Freeman, Supervisor Division Construction Section, Lewistown
 D. L. Vanek, Anthropologist, Montana Department of Highways, Helena
 J. O. 'Boots' Osbjornson, Mayor of Winifred
 D. Pfau, Concerned Citizen, Lewistown
 K. Byerly, Publisher, News Argus, Lewistown
 B. Storey, Historic Preservation Council Representative, Denver
 D. Pennell, Chairman, 236 Bridge Association, Lewistown
 R. Stewart, Heritage Conservation & Recreation Representative, Denver
 R. Jacobson, Representative, Federal Highway Administration, Denver
 E. Vinson, Historian, State Historical Preservation Office, Helena
 D. D. Anderson, Area Engineer, Montana Department of Highways, Helena
 R. D. Tholt, Civil Engineer I, Montana Department of Highways, Helena
 W. Dunbar, Representative, Federal Highway Administration, Helena
 D. Lewis, Representative, Federal Highway Administration, Helena
 L. Harris, Manager, Secondary & Urban Unit, Helena
 W. Cutler, Lewistown Area BLM, Lewistown
 L. Ward-Williams, Archaeologist, BLM, Lewistown
 J. Fields, District Manager, BLM, Lewistown
 R. Phillips, Fergus County Commissioner, Lewistown
 R. Barber, Fergus County Commissioner, Lewistown

Don Anderson the Area Engineer for the Montana Department of Highways was the chairman of the meeting held in the Lewistown office. He started the meeting by pointing out the boundaries created by the Wild and Scenic Rivers Act and the area encompassed by the Judith Landing Historic District. He then went on to summarize the locations and problems on the alternates examined in the original E.I.S. and the new proposed alternates.

As a result of the summarization several questions were raised:

1. Edrie Vinson questioned if the river is in a "stable" location and how much riprapping of the river will be involved by putting a bridge near the present Lohse-P.N. Ferry location.

2. Britt Storey asked about the increase in traffic that can be expected as a result of the bridge. He also asked if a connecting spur road to Jensen Ferry was still being proposed. This spur road was proposed in the original E.I.S. but is no

longer being considered.

Don Pfau mentioned that if a bridge was to go in at the Lohse-P.N. Ferry location the ranchers in the area would be more co-operative about preservation of the Historic Resources.

Britt Storey commented that he was there to make sure that adequate planning had taken place so that any project would have a minimal effect on the cultural properties. He stated that the Historic Preservation Council looks for the following items in the procedures:

1. Identification of cultural resources.
2. Evaluation of cultural resources.
3. Effect on cultural resources.
4. Mitigation of effects on the cultural resources.

Don Anderson then explained to Britt the location of the subsurface survey sites done by Charlene Smith from the University of Montana on the proposed "A" and "B" alternates. The type, width and the amount of cut and fill required on the project and proposed borrow pit sites were pointed out on the aerial photos along with the fact that Charlene Smith had already done a surface survey for cultural resources and found nothing.

The conferees then proceeded to the Lohse-P.N. Ferry site by vehicle for a field review of the project.

During the drive to the site this writer noticed that new underground telephone cable is in the process of being installed on the south side of the river which will have to be put on the plans for the proposed project.

Upon arrival at the starting point of the proposed project a contingent of local ranchers joined the group. Edrie Vinson, Britt Storey, Diana Vanek, Bill Dunbar and Bob Jacobson then walked the staked centerline of Alternate "A" until it hit the south bank of the river. The subsurface drill sites done by Charlene Smith were probed for any possible missed artifacts. The bank of Dog Creek that is now 40¹/₂ feet from Alternate "A" was also investigated by Edrie and Britt for any possible cultural resources.

Milan Pavlovick, a rancher on the North side of the river, commented that by including this section of river into the Judith Landing Historic District the graveled road north to Big Sandy has experienced an increase in traffic. The traffic is the result of people landing their canoes and boats at the ferry site. As a result of this traffic during wet weather the road has almost become impassable even for four-wheel drive vehicles, especially during wet weather.

A representative from the Lewistown B.L.M. office said that his office is in the process of determining what is the capacity of the river for floating activity. He said that this section of the Missouri River has been publicized in national magazines. This publicity has resulted in increased floating activity

especially from out of state floaters.

The P. N. Ranch foreman favored Alternate "A" over Alternate "B". The P. N. Ranch Association was on record as preferring Alternate "P" but after learning of the Hydraulic problems of crossing the river on this line they swithced their preference to Alternate A.

The reason given for the preference of Alternate "A" were as follows:

1. Alternate "A" would disturb their irrigation but it is easier to irrigate two large parcels then the smaller parcels of land left on Alternate "B".

2. Alternate "A" would be further away from the ranch buildings.

Edrie Vinson stated that the irrigated fields that were going to be crossed were the oldest on the Missouri River in Montana. The P. N. Ranch foreman replied that about 12 years ago the whole irrigation system was reworked. The only remaining portion of the old system is the main feeder ditch and the laterals in the field east of the P. N. Ranch house. Alternate "B" would cause more disruption of this historic system than Alternative "A".

About the old abandoned irrigation dikes on the north side of the river Milan Pavlovick said he planned to use these in the future to level and fill some low areas so that he could irrigate and raise crops in this area.

Milan Pavlovick said that he would be willing to lease more land to Fish and Game to take the place of park land taken by the bridge if this could be done expeditiously. Several possible boundary changes were discussed which included leasing of more land to the west of the existing park and moving the northern boundary of the park further north to encompass the amount of land needed. Bob Stewart stressed that the total acreage must be maintained but the replacement land could be leased.

The conferees were allowed to tour the P.N. Ranch house that was built in 1906. The P. N. Ranch foreman explained the dove-tailed white log building to the east of the house was an early school house probably built by a Luci. The conferees then toured the group of historic buildings to the west of the ranch house.

The group of buildings surveyed included a blacksmith shop, warehouse and post office.

Upon arrival at the Lewistown office a meeting was held to draft a memorandum of agreement.

The following personnel attended:

R. W. Freeman	E. Vinson
D. L. Vanek	D. D. Anderson
B. Storey	R. D. Tholt
R. Stewart	W. Dunbar
R. Jacobson	D. Lewis
L. Harris	28.82

Britt stated that he favored Alternate "A" from a historic view point. The effects of any alternate would be elimination of the ferry and introduction of audible and visual impacts. The mitigation of these impacts must be addressed in any supplemental E.I.S. Some possible mitigating measure that were mentioned were the low profile of the road, minimal removal of subgrade and reseeded of the Highway Right-of-Way. Britt stated that he would like to see a good effort be made to preserve the ferry when the bridge is built. Britt also mentioned that interpretive signs on the road could be placed to inform people driving by of the historical significance of this area.

Edrie suggested that cottonwood trees be planted in the open areas in the existing grove of trees on highway right-of-way to mitigate the impact of the trees that have to be removed to put in the south bridge approach. Edrie said that she remembers an old historical pump house on the north side of the river when she surveyed this area for the BLM two years ago.

It was suggested the Lewistown BLM look for this pump house and comment on the bridge design since they manage the river under the Wild and Scenic River Act. A set of bridge and road plans was left at the Lewistown office to be given to the BLM for their comments.

Bob Stewart stressed that the effects and mitigation of the effects must be addressed in the supplemental E.I.S. The intrusion of the alternates into the park must be documented as the only reasonable and prudent alternative. This documentation should include costs for skew and longer span bridges. The Hydraulic problems encountered in other bridge locations should be included in the supplemental E.I.S. Mr. Stewart said that he would like to see a boat access and launch facility near the proposed bridge site. The possibility of maintaining the present ferry approach was discussed as a possible boat facility.

Mr. Stewart would like to see the effects of a longer span and reduced number of piers for the proposed bridge site addressed in the supplemental E. I. S.



R. D. Tholt, Civil Engineer I,
Location & Road Design Section

STATE OF MONTANA

DEPARTMENT OF

FISH AND GAME

Helena, MT 59601

December 14, 1978

MONTANA DEPT. OF FISH & GAME
RECEIVED
DEC 17 1978

Mr. Ronald P. Richards, Director
Department of Highways
Helena, MT 59601

ATTENTION: Steve Kologi

Dear Mr. Richards:

This correspondence is in response to your request for a statement from this office regarding project RS-236-1(1)49, Bridge Northwest of Winifred.

We would not object to an encroachment on Dog Creek provided that channel length and width are maintained to avoid altering hydraulic characteristics of the channel. Riprap should be placed on the existing configuration of the stream, without channel realignment.

We have agreed to some taking of the Judith Landing Camp-ground east of the cattleguard entrance, provided proper 4-F mitigation procedures are followed.

Date Recd. Processed 12/19/78
We have concurred in the project plan as developed to this date.

Sincerely,

Robert F. Wambach
State Fish and Game Director

By: R. W. Boland

Ralph W. Boland
Assistant Administrator
Ecological Services Division

RWB/gk

cc: Nels Thoreson, Attn: Al Wipperman & Dennis Workman
Don Anderson
Ron Holliday



United States Department of the Interior

IN REPLY REFER TO

9110.3

BUREAU OF LAND MANAGEMENT

District Office
Drawer 1160
Lewistown, MT 59457

DEC 26 1978

MONTANA DEPT. OF HIGHWAYS
RECEIVED
DEC 27 1978

Stephen C. Kologi, P.E. Chief
Preconstruction Bureau
Montana Department of Highways
Helena, MT 59601

Dear Mr. Kologi:

This is in reply to your letter dated November 6, 1978 in reference to project RS-236-1(1)49 Bridge, northwest of Winifred.

The pumphouse and flume you mention was addressed in a historical site survey done on the PN Bridge area in 1977-78 by Mineral Research Center, Montana College of Mineral Science and Technology, Butte, Montana. Apparently, little remains of the actual structure except for two concrete pads, a cistern, and concrete rubble. If at all possible, damage to the remaining ruins should be avoided. They are important from an interpretative standpoint, providing an example of the early 1900 historical era. BLM personnel can show you the exact location in the field which is just west of the existing powerline at the PN Ferry.

With the bridge proposal in a recreational segment of the Wild and Scenic River, the project is within the realm of visual resource management class parameters. Using a natural color to paint the bridge will help mitigate the impact of this structure on the characteristic landscape of the area.

Our main concern with the piers pertains to the safety of the floater. We prefer a design that would create the least amount of turbulence next



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to the pier in case a canoe or boat rides up against it. If the simple tapered piers with rounded ends meets this criteria, then I see no problem with the design change. However, if turbulence is a hazard to boaters, then we will have to make special efforts to warn the public, and would hope the Highway Department can assist us in those efforts. As a bare minimum, warning signs might be necessary.

The preliminary use data for the 1978 floater season is as follows: 2,056 people or 8,218 floater days.

If you do not have use figures for the 1975, 1976, and 1977 seasons, please let us know and we will forward the information to you.

Sincerely yours,

John F. Fields
John F. Fields
District Manager

Date Recd. Preconst. <u>12/28/78</u>				
Act	Info	MAIL ROUTE	Attach	Initial
		30		
		30 Eng. Societies		
		31 Concept Plans		
		32 Loc. Road Design		
		33 Environmental		
		34 Hydraulic		
		35 Surfacing Design		
		35 Photogrammetry		
		<i>Freeman</i>		
		36 Traffic		
		37 Pub. Hearing		
		38 Sec. - <i>draw</i>		
		39 Consultant Design		
		File		



